Weather

Cloudy but rather fine weather. The maximum temperature yesterday was 75.4 and the minimum 59.0, the figures for the corresponding day last year being 74.6 and 48.6.

The China Press
大陸報

The Mail Box

MAILS for America-Europe, Str. Venezuela, May 22.
FOR Europe and way ports, via Str. Novara, May 21.
FROM America and Europe, Str. Empress of Japan, May 17.
FROM Europe and way ports, Str. Nellore, May 19.

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PEKING RUNS WAY BEHIND EXPENSES AND FEARS CRASH

Already Spending Seven Million A Month Over Receipts

EMPLOYES HIT

First Call On Funds Rests With Troops—Little Hsu On Safe Side

BY NATHANIEL PEFFER
(*Our Peking Correspondent*)

Peking, May 11.—By every reasonable test the Chinese Government should go to the wall in the next few months. No reasonable test ever applies to the Chinese Government, but even so it is difficult to see how Peking can ward off much longer a complete financial crash. The last hope departed with Mr. Lamont.

The government is now running behind some $7,000,000 a month. Exact figures are unobtainable. There is no place in China where exact figures are kept. The Ministry of Finance knows little more than any other place. How should it when much of the government revenue never comes to it at all or is even reported on. Tuan Chi-jui, Little Hsu and their crowd helping themselves out of the railway surplus and similar receipts of the Ministry of Communications without the formality of notifying the Ministry of Finance how much it is. But roughly the monthly deficit is $7,000,000.

That is to say, the Central Government's direct military expenses and administrative expenses for the Peking ministries and bureaus and other official organs alone are $7,000,000 greater than its receipts. This does not, of course, cover in the expense of the armed forces in the provinces, for the Tuchuns meet that by the simple device of holding up the provincial taxes. From the provinces, incidentally, the government now gets virtually nothing. The Tuchuns get it all—and yell for more. More they haven't been getting, however, for there is no more to give them.

SEVEN MILLION DOLLAR DEFICIT MUST BE MET

The Central Government's receipts now are principally the Customs and Salt surpluses—both collected under foreign supervision. In addition to these there are smaller sums from various minor taxes—a small amount from the land tax and more from the new stamp tax. In a sense it gets something from the railways and telegraphs in that the Ministry of Communications pays the salary of its employes directly out of those accounts before turning the rest—more than $30,000,000 a year—over to the Bank of Communications, there to be checked out to the Anfu Club's order.

Now, how is that $7,000,000 deficit to be made up? Not from within the governmental machinery of China, surely. From loans? Not from the Consortium. Not from Japan, in all likelihood. Japan will probably have its hands full trimming its own financial sails to keep from sinking. Besides, it has its Siberian campaign to pay for. And not from local banks any longer. The big, wealthy banks know better than to lend money to the Chinese Government. The small banks are milked dry. They themselves face going to the wall if the government does not make good the short-time loans that it has been getting from them at 30 percent interest and more for the last year. There seems no prospect but collapse.

FRANTIC EFFORTS ARE MADE TO GET FUNDS

Quite likely there will not be collapse. There has been every reason to expect collapse for some years, and there hasn't been. As one of the shrewder of the younger men in the Ministry of Finance put it, they will probably scrape in the corners—a million here and a million there. Frantic efforts are now being made to raise something in Tientsin. Probably a few small loans will be made from Japanese syndicates, at any price short of the city wall. Probably the government employes will never be paid, not even once in four or five months as they are now.

On the lesser government employes the pinch comes hardest. In the Ministry of Justice, for instance, there has been only one month's salary paid for nine months. And what is being paid now, in all the ministries, is partly in Treasury bills, non-negotiable even in banks and being merely pieces of paper bearing the government's promise to pay, which everybody knows it cannot and will not keep. The first call on what money there is will rest with the soldiers, to prevent mutiny.

(Continued on Page 2)

Transport Great Northern Brings 136 Congressmen To China At End Of July

Central Government Decides To Hold Elaborate Program Of Receptions To Express Gratitude For Stand Of U. S. Solons On Shantung

The Peking Cabinet on Friday decided to formulate plans for an elaborate reception to the American Congressional party soon to visit China, according to a private telegram received yesterday. It was pointed out at the meeting that this is the first time that China has been given an opportunity to express her gratitude to the United States Congress since the latter's combat over the Shantung issue and the members of the Cabinet were unanimous in favoring a hearty welcome to representatives.

As Shanghai is the first port which the party will touch after its visit to Hawaii and the Philippines, a special commissioner will be deputed by the Central Administration to meet and escort the visitors. Although no definite personnel has yet been announced, it is expected that Lieut. Comm. T. S. Chu, who represented the Government in welcoming the Italian fliers in this port recently will again be sent. Lieut. Comm. Chu was educated in America.

GET SPECIAL TRAIN

A special train will be placed at the disposal of the visitors from Shanghai through Nanking on to Peking and to Mukden, from which city, the Japanese Government will take them through Korea and the Nipponese Islands. Everywhere banquets, receptions, sight-seeing trips and presentations are being arranged.

According to present plans, the Congressional party, 136 strong, will sail from San Francisco on the Transport Great Northern on July 5 and is expected to arrive in Shanghai in the latter part of the month. The party is headed by Representative C. H. Randall, chairman of the pan-Pacific Congressional Trip Committee.

Besides the congressmen and senators, there will be representatives of the Department of State, the Department of Commerce, the Department of Interior and the Department of War as well as the trade commissioners to America from Canada, Australia and New Zealand.

SIXTY-DAY CRUISE

The party will spend two days in Honolulu and one at the volcano of Kileauea. The Philippine Government will receive the delegates at Manila and entertain its members for a week. After their visit in China, which will probably last two weeks, the party will spend a day in Seoul and a week in Japan.

The deputation will return to the United States by way of Vancouver upon the request of the Canadian Government, which will be their host during their visit in Canada. The entire cruise is expected to last about 60 days with 30 on land and 30 at sea.

The naval conditions of the Philippines and the Hawaii Islands and the commercial and industrial conditions of China and Japan are the subjects of investigation by the delegation.

Italian Government Party Defeated Owing To Labor Policy; Premier Resigns

(*Reuter's Service*)

Rome, May 12.—The Premier Signor Nitti, has resigned in consequence of the defeat of the Government yesterday by 193 votes to 112 in the debate on internal policy. The Catholics supported the Government's policy but the Socialists opposed it as being too weak.

Rome, May 12 Later.—The defeat of the Government was due to the Popular Party which hitherto has supported the Government supporting the Socialist motion condemning the Government's policy with regard to the strike of employes of the Posts, Telegraphs and Telephones.

SIMS COVETED BRITISH HONORS, DANIELS AVERS

Officer Didn't Appreciate Import Of Guarding Transports Says Secretary

(*Reuter's Service*)

Washington, May 11.—Replying to the charges made by Admiral Sims, Mr. Daniels, Secretary of the Navy, told the Senate Naval Committee that Admiral Sims had belittled the work of the American Navy in contrast with that of the British navy because he coveted British honors.

He declared that Admiral Sims during the war failed to appreciate the paramount importance of protecting transports.

Mr. Daniels contended that, if any body in the navy Department has been anti-British Admiral Sims, who was well-known to be pro-British, would not have been sent to London.

Mr. Daniels said that he had favored the "bold audacious policies" of the Navy Department which he declared had been delayed owing to Admiral Sims' opposition and to the British Admiralty's lack of faith in the practicability of some of them.

He concluded, urging a continuance of the mutual co-operation between Great Britain and America which in war-time had led to mutual esteem and friendship.

31 American Banks Are In Consortium

(*Reuter's Service*)

Washington, May 11.—The State Department formally announces the organisation by Great Britain, France, Japan and the United States of "a Consortium to provide China with funds to permit her to proceed with her economic and industrial development."

The American representation on the Consortium will consist of 31 banks.

DRIVE BEGUN TO ATTRACT YOUTHS INTO MINISTRY

Week's Campaign Starts Today For Purpose Of Recruiting Theological Students

Beginning today the churches of China are observing a special week of recruiting student volunteers for the Ministry.

In America there are two ministers to every thousand people. In China there are two to every million.

There is only one pastor in China for every twelve chapels or churches.

In the three provinces of Yunnan, Kweichow and Kansu there are no ordained ministers.

Out of 564 ministers now in the service only 46 have sons in the ministry.

The student volunteer movement of China has called upon all churches to devote this next week especially to the task of recruiting strong men for the ministry.

In many schools a daily address will be given on the Ministry as a life work and related subjects. Special sermons will be preached in the churches and special conferences held for interested students.

All Anfu Cabinet Is Insisted Upon By Club Members

(*Reuter's Pacific Service*)

Peking, May 14.—It is semi-officially announced that a mandate granting ten days' leave to Chin Yun-peng will be issued this evening. An early settlement of the crisis is, however, not expected.

The members of the Anfu Club intimate that they will oppose the appointment of Chou Shou-mou as Premier and will insist on the selection of an all-Anfu Cabinet. Chin Yun-peng left for Tangshan this morning.

Peking, May 15.—Admiral Sah Shen-ping, the Acting Premier, presided at a Cabinet meeting today. Nothing important was discussed.

OBREGON IN PROMISE TO TAKE ORDERS FROM HUERTA

Veteran Rebel Leader In North Joins Forces With Latest Candidate

REPORTS DIFFER

Fate Of President Carranza And His Whole Convoy Uncertain

(*Reuter's Service*)

The United States Vice-Consul at Vera Cruz states that foreigners there have not been molested and conditions are returning to the normal. He therefore advises the withdrawal of the American naval forces in order to avoid possible friction.

Washington, May 12.—A telegram from Nogales states that General Obregon has placed himself under the orders of General Huerta who is mentioned as a probable candidate for the Presidency.

New York, May 11.—Reports from Mexico regarding the fate of Pres. Carranza are conflicting According to advices from El Paso, President Carranza has been captured with his whole convoy near. Azipaco. It is added that General Obregon has ordered the President's safe return to Mexico City. Practically the whole of Mexico is stated now to be in the hands of the revolutionaries.

On the other hand, a later telegram from Vera Cruz states that the rebels have been unable to dislodge President Carranza from San Marco.

Republicans Drop Proposal To Tax All Retail Sales

(*Reuter's Service*)

Washington, May 11.—The Republican members of the House of Representatives have abandoned the proposal for a tax on retail sales of one percent in order to raise funds for the relief of ex-service men.

Prince Of Wales Concludes Tour Of North Island

(*Reuter's Service*)

London, May 12.—The Prime Minister of New Zealand has cabled to London stating that the Prince of Wales has concluded his tour of the North Island adding, "The tour was an unqualified success; His Royal Highness has left a splendid impression everywhere."

Sir John Jordan Given Audience With King Of England

(*Reuter's Service*)

London, May 11.—Sir John Jordan, upon relinquishing his appointment as Minister at Peking, had an audience with the King at Buckingham Palace yesterday.

PAINLEVE EXPLAINS MISSION TO CHINA

Main Object Is To Develop And Maintain Influence Of France In Far East

(*Reuter's Service*)

London, May 11.—Interviewed by the Paris correspondent of the Globe, M. Painleve, who is starting today for Peking, said that the main object of his journey was to maintain and develop French influence in the Far East by increasing the intellectual, scientific and technical relations between France and China.

None of France's Allies, he said, need take umbrage at such endeavors. All nations would participate in friendly co-operation in the great efforts China was making to adapt herself to modern conditions and develop her vast resources.

M. Painleve expressed the opinion that China would modernise herself with surprising rapidity and play an immense part in the future history of the world.

(*Ding in New York Tribune*)

ALLIES PRESENT REVISED LIST OF WAR CRIMINALS

Typhus Germ Spreaders And Hospital Ship Bombers Are Demanded Of Germany

(*Reuter's Service*)

Berlin, May 12.—The Allies have presented to Germany a note containing the first revised list of war criminals. The list is stated to contain forty-five names including those of four U-boat commanders accused of torpedoing hospital ships and of a number of officers accused of ill-treating prisoners, also General Kruske and the Governor of Cassel who are charged with having ordered the spread of typhus germs.

The list includes Field Marshal von Buelow, General von Below and Prince Ernst of Saxony, but not Field Marshal von Hindenburg, General von Ludendorff or the ex-Crown Prince.

POSTPONE SPA CONFERENCE

London, May 12.—A number of reports indicate that the Spa conference will be postponed, the new dates given varying from June 15 to June 30.

Berlin, May 12.—The French General Nollet has been despatched to investigate the German semi-official statement that the German troops in the neutral zone are now one cavalry squadron and one battery under the number allowed.

Berlin, May 12.—The German Government have ceased giving permission to German ships to voyage between foreign ports with a view to ensuring that German tonnage be used for the country's economic needs.

Altitude Record Made In California

(*Reuter's Service*)

Washington, May 11.—A telegram from El Centro, California, states that the airman, Mr. Lowell Smith, flying with three passengers there today, reached an altitude of 17,100 feet.

Burning Steamship Reaches Singapore

(*Reuter's Service*)

Colombo, May 11.—The British steamer Anghin of Singapore which was reported yesterday, having a fire in No. 3 Hold which was under control, has arrived here with the fire still burning. The Anghin was carrying a cargo of beans. The surveyors have been called in.

Terrorists In Cork Frightened Away By Mere Housemaid

(*Reuter's Service*)

London, May 13.—Sinn Feiners tried to enter a residence at Glydagh, Mayo, yesterday, but were resisted by an armed housemaid, who although she was fired on and wounded, returned the fire and drove off the raiders.

London, May 12.—Two policemen were shot dead and one seriously wounded in an eastern suburb of Cork yesterday. A deadly fire was poured into the three constables as they were boarding a tramcar.

The wounded man managed to reach the police station where he collapsed. A number of passengers and the tram conductor had very narrow escapes. The windows of cars were shattered. So far no arrests have been effected.

BRITISH LABOR CHALLENGES COAL PRICE INCREASES

Miners See Plan To Decontrol Industry And Threaten To Go On Strike

(*Reuter's Service*)

London, May 12.—It is declared that the miners regard the increased prices of coal as a first step towards decontrol of the mining industry and that they are therefore contemplating a strike.

The Labor party in the House of Commons are challenging the increases.

London, May 12.—In the House of Commons today, Mr. William Brace, Labor, moved the adjournment of the House to draw attention to the increased price of domestic coal which he asked the government not to impose.

He said that he approved of the reasons for the increase in industrial coal.

Sir Robert Horne, President of the Board of Trade, replying, said that the present was the most convenient season to start the policy of the termination of coal subsidies.

OWNERS INDIFFERENT

While the miners were not entirely free from blame with regard to production, coal-owners were showing lack of energy owing to the unsettled situation in

(Continued on Page 2)

FRENCH STRIKERS SUBDUED AFTER RIOTING IN PARIS

General Improvement Seen In Situation—Public Transport Is Back To Normal

(*French Wireless Service*)

Paris, May 14.—According to the French newspapers there is a general improvement in the strike situation today.

There is a marked decrease in the numbers of the strikers, public transport in Paris is normal, a considerable number of electricians have returned to work in the power stations, which have never ceased operating, while the train services on all the railways are nearly normal.

The position in the seamen's and dockers' strike has also improved, work having been resumed at Marseilles, Dunkirk and Havre. More shifts are working in the mines.

M. Millerand is leaving for Folkestone today to meet Mr. Lloyd George, returning to Paris on Sunday evening. Prior to his departure, the Premier will hold a Cabinet meeting at which, inter alia, the strike question will be discussed.

The Petit Journal thinks it probable that the Premier will again formally announce that he cannot negotiate with the leaders of the C. G. T. or with their representatives.

London, May 12.—The Times Paris correspondent telegraphs that when the decision of the Government to prosecute the General Confederation of Labor (on account of their unconstitutional action in the present strike) became known to a meeting of strikers who were proceeding down the boulevards, the strikers began to sing the Internationale. The police ordered the men to disperse and on meeting with refusal fired twice, whereupon a general melee ensued. The strikers cut the overhead tramlines and bombarded the trams with missiles. Order was subsequently restored.

CHINA WOULD KEEP SINO-RUSS RAILWAY FROM JAP CONTROL

(*Reuter's Pacific Service*)

Peking, May 14.—According to Chinese reports a proposal is afoot to turn the proposed Sino-Russian Railway from Harbin to Aigun into a Sino-Japanese enterprise but a group of prominent Chinese are endeavoring to raise the construction funds by an issue of bonds.

BOLSHEVIKI START NEW ATTACK ON JAPANESE

Many Casualties Follow Fighting Lasting Two Days

CHITA REPORTS

Soviet Trade Envoys In Copenhagen Suspend All Negotiations

RUMANIA WAITS

Holds Up Anti-Russian Action To Wait For Allied Sanction

(*Reuter's Service*)

Vladivostok May 14.—Reports from Chita state that the Bolsheviks attacked the Japanese on April 25, and two days fierce fighting ensued, resulting in over a hundred casualties.

Vladivostok, May 14.—The Chinese Eastern Railway authorities refuse to despatch their cars over the Ussuri railway, and passengers and goods have to tranship at Pogranichnaya. The Ussuri railway directorate have sent a representative to Harbin to negotiate.

Copenhagen, May 14.—In consequence of the arrest in Russia of the heads of the co-operative societies and the resulting loss of status of their representatives in London, the Committee for the resumption of commercial relations with Russia, which was recently established here, announces the suspension until further notice of negotiations at Copenhagen and abroad with regard to the resumption of trade with Russia.

U.S. HAS NOT ALTERED C. E. RAIL AGREEMENT

Vladivostok, May 14.—The United States Consul has published a telegram from Washington referring to Mr. Matsudaira's recent statement to M. Vilenski, the Soviet representative that the Japanese Government had not yet expressed a definite decision regarding the formation of a buffer stated in Eastern Siberia.

The Washington telegram states that the United States has not concluded any further agreements regarding Eastern Siberia and the Chinese Eastern Railway, superseding the agreements made with the Allies in 1919 for the maintenance and guarding of the railways.

Washington, May 12.—The Senate Foreign Relations Committee has unanimously reported a resolution requesting President Wilson to send warships and marines to Batum to protect American lives and property there and along the railways to Baku.

POLES STEADILY DRIVE BOLSHEVIKI BACK

London, May 12.—A Polish communique indicates that the Reds are being steadily driven from the region between the Dniester and Dnieper.

Later.—Reuter's Warsaw Correspondent telegraphs: "The Bolsheviks on May 10 recrossed the Dnieper and reinforced with fresh troops from the North and South violently attacked the Polish positions defending the approaches to Kieff.

The Poles maintained their positions and captured two Bolshevik battalions Bolshevik aeroplanes bombed Kieff.

HUNGARY SEES CHANCE TO DODGE THE TREATY

London, May 12.—An interesting side-issue of the Polish offensive is raised by the fact that the Hungarian Regent, Admiral Horthy has offered a Magyar army of 35,000 men, which is three times the size of the Hungarian army as stipulated in the treaty, as an anti-Red reserve force. Acceptance of the proposal by the Allies would delay Hungarian disarmament.

It is understood that Rumania will not take military action against the Bolsheviks except by agreement with the British and French, although she favors a strong independent Ukraine. Finland's attitude is similar. Moreover the possibility, with the ice melting, of a Red fleet attacking the Finnish coast has been mooted.

(*Reuter's Service*)

BOLSHEVIK PROPAGANDA IS FOUND IN PERSIA

London, May 13.—The Times' Teheran correspondent states that the Bolsheviks are carrying out

nctive propaganda in Persia against the British and declares that the vacillation of the Allies towards the Reds, combined with the postponement of reforms in the Persian administration, are producing internal difficulties. The authorities fear an outbreak of anarchy.

London, May 13.—There has been a significant silence of the Moscow wireless since May 9 when it broke off in the middle of a message. This is interesting as indicating fresh revolutions owing to the Polish successes. Confirmatory evidence of this has been received from Copenhagen where private telegrams report great rebellious developments in Moscow. Many fires are stated to have occurred and military depots to have been destroyed.

POLICE ACCUSED IN NEW YORK'S VICE CRUSADE

Inspector Charged With Big Stock Speculations On Salary Of $4,400

(*Reuter's Service*)

New York, April 17. (by mail).—The "Vice Crusade," begun by the regular country grand jury, has had startling results and next week will see the airing before the courts of police scandals in New York which have attracted so much attention during the last few years.

Monday has been set for the beginning of the efforts to determine whether the police department is guilty of failing to suppress vice and of profiting thereby as is charged in indictments. The charge list includes an ousted deputy police commission, an inspector, and three detectives.

Thursday has been fixed for the trial of the man whose indictment has caused the greatest sensation in the Crusade—Inspector Dominick Henry, who has been responsible for the enforcement of the law in the district, embracing the heart of the Great White Way, with its many hotels, restaurants, cabarets and apartment buildings.

NEGLECT OF DUTY

He is charged with neglect of duty in failing to suppress more than 100 disorderly houses in his district, more than 70 of which are specified in the indictment.

While the formal charge against him is neglect of duty, it is announced that attempts are being made to connect the bank deposits of various police officials with payments for protection.

During the course of this investigation, it is alleged, the discovery was made that Inspector Henry had been speculating in stocks through three different accounts which showed payments of more than $50,000 for stocks in a year. The inspector's salary is $4,400. The contention of Inspector Henry's counsel is that the latter had been bequeathed from $40,000 to $50,000 by an aunt in Ireland some years ago.

The detectives awaiting trial are all Henry's subordinates and are indicted on various charges, including bribery, coercion and perjury.

Peking To Have Street Of Banks

(*Reuter's Pacific Service*)

Peking, May 14.—Hsi-chiao-min-tiang Street, in which the Bank of China is situated, is being converted into a street of banks for which purpose the Government is resuming properties in the street, other than banks, at market values. The Chinese banks will meet all expenses.

PEKING RUNS WAY BEHIND EXPENSES AND FEARS CRASH

(Continued from Page 1)

Many of these, of course, are already provided for. Little Hsu's, for instance. Little Hsu has his new Frontier Development Bank, which only has to telephone to the Ministry of Finance to have some more nice new notes printed. These it can issue in any sum for payment of Little Hsu's troops. In fact, it can do better than that. It can compel the minor banks and merchants in districts in which Little Hsu is powerful to give it silver and take notes in exchange. The valuable silver is pocketed and more notes are issued. Such is finance in these parts. No wonder the stakes at "machiang" can go higher and higher and the concubines become even more numerous.

OTHER TROOPS NOT AS LUCKY AS HSU'S

There are troops, however, that are not so fortunate as Little Hsu's. Some, such as those at Laufang, have not been paid for five months. They are getting restive. They may take things into their own hands.

This is after all the real hope. It becomes increasingly clearer that there must be total wreck before any new foundations can be laid. The earnest desire of one who has China's interests at heart is that there be complete bankruptcy of the Peking government, and that everything be swept away with it. If violence is necessary, then it is necessary. That might even have the highly gratifying result of exacting a deserved penalty from so many of the leeches who now hold official position. The gods would applaud such retribution. Certainly the part of every foreign interest here must be to lift no finger to make easier the government's position; on the contrary, to do everything possible to quicken the starving process. It is no exaggeration to say that even formal relations with a government such as this reflects unpleasantly on every nation granting it.

BRITISH LABOR CHALLENGES COAL PRICE INCREASES

(Continued from Page 1)

consequence of the agitation for nationisation.

Sir Robert Horne said that he did not consider that the latter would produce as good results as private enterprise, American coal which was not available last winter owing to the coal strike was now entering European markets in considerable quantities, and was selling in France less than British coal.

It was impossible to predict what future export profits would be and therefore there was all the more reason to put the coal used in Great Britain on a sound foundation.

Mr. Brace's amendment was defeated by 185 votes to 49.

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

Living Cost Is High! Why?
Profiteers Get The Money

(*Reuter's Service*)

New York, April 19. (by mail).—Mr. A. W. Riley, chief of the "Flying Squadron" of the Department of Justice whose campaign so far has resulted in the conviction of 107 profiteers with fines, ranging from $50 to $22,500, and imprisonment from one day to two years, has discovered a number of surprising commodities for which dealers are said to be asking exorbitant prices. He has received complaints of such examples of alleged profiteering as the following:

Drug store whiskey at $5 a pint and $2 more for doctor's prescription; canary birds $20 to $25 and $3 to $18 for a cage; lemonade served at an hotel dance and said to have "been weak," $1 a glass; that fish during Lent rose from 20 cents to $1 a pound in some New York markets; prunes, three for 10 cents in a popular restaurant; peanut oil, sold as "olive oil," $4 a quart; anthracite coal $15 instead of $9.50 a ton in Nyack, N. Y. because the miners were granted a wage increase of 50 cents a ton; rouge $1 to $3 a box for "Imported" brands.

The "Flying Squadron" is working with the utmost secrecy and names of complainants are withheld. Several big New York corporations are reported to be under investigation for profiteering. Protests against profiteering are pouring into the Federal building here from all over the country. When a complaint is received it is indexed and forwarded to Federal prosecutors and "flying squadrons" operating in the United States judicial territory where the victim resides. Investigation follows and, if the facts warrant, arrests are made. The campaign which was initiated by Attorney-General Palmer will, it is stated, "go on until the prices of food, clothing, fuel and food for livestock are brought to more normal levels."

NEW EDITION OF STORM CODE OUT

Observatory Makes Important Change In Arrangement Of Night Signals

A new edition of the China Seas Storm Signal Code has just been issued by the Siccawei Observatory and will be in effect on June 1.

The new code is unchanged as far as day signals are concerned. The symbols hoisted at the semaphores are absolutely the same as those to which sailors in these waters are accustomed.

The only change is regarding the night signals, shown only at the Ball Tower in Shanghai. A considerable improvement has been made in this connection by the addition of a fourth lamp. Thus the particulars concerning the typhoons which were limited to the close neighborhood of the coasts have been extended to larger areas.

At the same time the Observatory will begin to report the centers of typhoons, during the night, in regions where they could not be reported before. Thus captains leaving port during the night will be given the essential news concerning storms which they otherwise could not obtain.

The arrangement of signals has also been simplified.

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Mr. A. G. Loehr To Address Royal Asiatic Society

Mr. A. G. Loehr's address on "What should we teach the People for their own Welfare," delivered before The Quest Society two weeks ago, was of such interest that by general request of the members, he will take up the subject afresh tomorrow dealing with it under the heading of "The Failure of Elementary Education."

The meeting, which is open to the Public, takes place in the Royal Asiatic Society's Hall, Museum Road, at 5:30 p.m. As usual a debate will follow, in which all interested are invited to participate.

McTYEIRE GIRLS PLAN BRILLIANT BAZAAR MAY 21-2

Sorority Initiates Move To Raise Funds For New Buildings

With but four days left for arrangements, plans for the brilliant fete and bazaar to be held by the McTyeire Sorority at the Bank of China building are being rapidly completed by the committee in charge. The fete will open from 3 o'clock in the afternoon and close at midnight on May 21 and 22.

The building will be beautifully decorated and illuminated and there will be as many entertaining features as in a three ring circus. The one which will attract the greatest interest will be the bazaar, which will offer for sale native products at reasonable prices. Among the tempting products will be silverware, toys, trays, laces, carved ivory, porcelain, baskets and antiques as well as chinaware and embroideries imported from the province of Kiangsi. Suppers and tea and refreshments will be served. Concerts and dramatic programs will be presented.

Tickets for admission are now on sale at Moutries, Whiteway, Laidlaw and Company, Squires, Bingham and Co., Hall and Holtz, Y.M.C.A., World's Chinese Students' Federation, Lane, Crawford and Company, Watson's Drug Store, Edward Evans Bookstore and the Y.W.C.A.

Proceeds of the fete will go to the fund for the construction of an administrative building and a dormitory on the present campus of the McTyeire High School, 1 Edinburgh Road.

Humphrey Bishop

Last night the Humphrey Bishop Company were seen at their best in the pantomime Ali Baba. Every member of the company played right up on their toes and it is little wonder that the well filled house was enthusiastic.

Tomorrow the company will go to the Victoria Theater and there is little doubt that they will be as popular there as they have been at the Olympic. Last night's audience got a laugh out of a take-off on "Domino," when Robert Roberts sang:

Ha! Ha! Ha! Ha! We're off to Mesopotamia
Ha! Ha! Ha! Ha! By aeroplane or car.
These rhymes are rotten, I confess.
Who wrote them? Well you all can guess.
'Twas Domino, of THE CHINA PRESS,
From Mesopotamia.

American Bluebeard Gets Life Sentence

(*Reuter's Service*)

Los Angeles, May 11.—Watson, the American "Bluebeard," has pleaded guilty to the charge of murdering his wives and has been sentenced to life imprisonment.

Shipping Board Sells Nine Boats To Private Firms

(*Reuter's Service*)

Washington, May 11.—The Shipping Board announces that nine cargo-boats of an aggregate deadweight tonnage of 57,732 have been sold to American shipping companies for $11,500,000.

PEKING STUDENTS GET JAIL TERMS

(*Reuter's Pacific Service*)

Peking, May 15.—The Court late yesterday evening sentenced nineteen of the forty students to two months' imprisonment, dating from the day of their arrest. Two days awaiting trial will be counted as one day's imprisonment and thus they will serve a further fifteen days. The remaining twenty-one students were sentenced to 45 days' imprisonment and the full term having been served, they were liberated last evening.

Peking, May 14.—The trial of the 40 students is expected to end tomorrow.

The trend of the proceedings indicates that the verdict will be "guilty" and the three acknowledged leaders will be sentenced to a short period of imprisonment, dating from their arrest.

The House of Representatives yesterday resolved to petition the Government to release the students.

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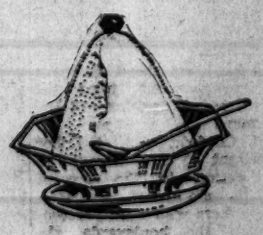

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STUDENTS RESUME WORK TOMORROW

Order For Martial Law Is Rescinded On Eve Of Striker's Defeat

Order for martial law in Chinese territory in Shanghai will be rescinded today as a result of the announcement yesterday that the schools here will resume their classes Monday morning.

Local merchants have repeatedly petitioned the Acting Defense Commissioner to suspend the recent proclamation, in view of the hardship caused among residents in Nantao and Chapei and the pecuniary loss inflicted on the shopkeepers in these district. One theater alone, The Modern Theater, in Nantao, has lost 30,000 dollars during the period when martial law was in force. Patrons refrained from attending the shows so long martial law is proclaimed, says the management

The National Students' Union whose headquarters has been sealed up by order of the French Consul-General, has issued a circular letter to the schools throughout the country inviting them to resume their work on Monday morning. The message stated as the prolongation of the strike has been made the excuse of the Peking Government to destroy the entire educational system in China, the National Students' Union, therefore, deems it wise to resume their classes on May 17. As to their work of national salvation, the Union will conduct its work in conjunction with the various other interests.

MUTT & JEFF — Mutt's Gonna Compete With George Cohan And Dave Belasco — By Bud Fisher

I JUST LEASED A THEATRE WHERE I CAN PUT ON THE MELODRAMA I'VE WRITTEN AND NOW I GOTTA SPEED UP MY ACTORS!
JEFF, I'VE GOT THE THEATRE. YOU GOTTA GET BUSY WITH YOUR PART. HAVE YOU LEARNED YOUR LINES YET?
SURE! BUT MUTT I'VE BEEN THINKING OVER THE SALARY YOU'RE GONNA PAY ME! TEN DOLLARS A WEEK AIN'T ENOUGH AND-
BUT WE AGREED ON TEN DOLLARS AND THAT'S SETTLED." LET ME SEE YOU ACT THE DEATH SCENE. START WITH WHERE YOU'RE SHOT!
OW! GENTS, THEY'VE GOT ME AT LAST!
?!
I'M SLIPPING FAST, GENTS-EVERYTHING'S BLURRED..... IN MY POCKET YOU'LL FIND A--- LETTER. I MAIL IT TO MY MOTHER---? M-M-M! GOO-BYE!
LISTEN, YOU SIMP, YOU MUSTN'T LAUGH IN THE DEATH SCENE!
BUT MUTT WHEN I THINK OF THE SALARY I'M GONNA GET I CAN ONLY GREET DEATH WITH JOY!
OH, DEATH! WHERE IS THY STING?
(Copyright, 1920, by H. C. Fisher)

News Brevities

The annual rifle meeting of the Shanghai Rifle Association will be continued this morning at the Rifle Range at 10 o'clock.

* * *

The sixth annual general meeting of the Dominion Rubber Company, Ltd., will take place tomorrow afternoon at 4 o'clock.

* * *

Members of the China Association will meet at the Shanghai Club tomorrow afternoon at 5:30 o'clock.

* * *

Shareholders of the Taiping Rubber Estates, Ltd., will hold their annual general meeting Tuesday afternoon at 4 o'clock.

* * *

The seventh annual general meeting of Repah Rubber and Tapioca Estate, Ltd., will take place Tuesday afternoon at 4:20 o'clock.

* * *

The entertainment of the Shanghai Jewish School will take place at the Cercle Francais ball room Wednesday afternoon at 5:30 o'clock.

* * *

Two opium sellers were before the Mixed Court yesterday. One was fined $30 and the other $20. They were arrested by Detective Sergeants Kilkenney and McDermott.

* * *

There are now 80 Japanese shoemakers on strike for higher wages, according to reports received by the police yesterday. There has been no disorder. Men struck for an increase of 30 percent.

* * *

A meeting will be held at 522 Avenue Joffre this afternoon at 3:30 o'clock to discuss plan to form a new thought center in Shanghai. A paper on "What is New Thought" will be read. The meeting is open to the public.

* * *

Creditors of the Shanghai Cotton Manufacturing Company, Ltd., in liquidation, will held a meeting at 47 Szechuen Road on Friday, May 28 at 4 o'clock.

* * *

The s.s. Hansmet arrived in Shanghai from Vladivostok this afternoon.

* * *

Messrs. Lane, Crawford and Company, Ltd., will hold their annual general meeting Thursday afternoon at 5:15 o'clock.

* * *

The fourth musical afternoon of Professor Zalsman will be held at the Astor House Hotel Thursday afternoon at 5:15 o'clock.

* * *

The third annual meeting of Hungjao Golf Club will be held at the Country Club Thursday evening at 6 o'clock.

* * *

The seventeenth ordinary general meeting of the North China Insurance Company, Ltd., will take place at 4:30 o'clock Friday afternoon.

* * *

The Texas Company announces that on and after Monday, its office will be removed to 128 Szechuen Road, corner of Hongkong Road.

* * *

The Tebong Rubber and Tapioca Estate, Ltd., will hold its annual general meeting on Thursday, June 3 at 4 p.m. at 10 Canton Road.

* * *

The Spring Flower Show to be held under the auspices of the Shanghai Horticulture Society will take place at the Town Hall Tuesday, May 25.

Health Campaign Is Launched Here With Two Parades

The health educational campaign conducted by the junior section of the Y.M.C.A. was fittingly launched yesterday with two parades and a demonstration. The parades were held along the main streets of the International Settlement, while the demonstration took place at the main hall of the association.

The parades were spectacular. Large crowds of people witnessed the processions. Banners and lanterns denouncing the existence of disease-carrying bugs were displayed. The program at the association included the screening of the film, "Honor System" and speeches on the importance of improving health conditions in Shanghai.

Bomb Plot Against General Li Fails

(*Reuter's Pacific Service*)

Peking, May 15.—It is semi-officially stated that a bomb was placed underneath General Li Hao-chi's yamen at Foochow but was discovered before it exploded. The yamen guards are suspected of complicity.

Embezzles $20,000; Gets Six Months Term In Prison

A Chinese who was convicted in March of embezzlement of $20,000 from the Asiatic Petroleum Company was sentenced to six months imprisonment by the Mixed Court yesterday. A motion was made to suspend the sentence but it was resisted successfully.

Special Concerts To Be Given In Evening On Cathedral Organ

Opportunities to hear the Cathedral organ are to be afforded on Sunday evenings, it is announced, after Evensong which is at 6 p.m. and lasts a little more than an hour. About 7:15 o'clock the organist, Mr. R. B. Hurry will play on the instrument.

On the arrival of the new Harrison organ from England the present instrument will be disposed of and offers for its purchase have been asked.

The present organ was built by the firm of Walker and Sons in London in 1882. At its present size the organ touch is very heavy. On re-erection its size could well be reduced and the action could then be repaired so that the touch would be that normally of a tracker action organ of a smaller size.

Pieces to be played today are "Choral Improvisation No. 2" Cesar Franck, (from "Trios Chorals pour Grand Orgue") and Choral-prelude in G. Pach.

AMERICANS TO HOLD PICNIC ON NEXT SATURDAY

Homeside Food And Athletics To Be Features Of Song Service Outing

The Social Committee of the American Song Service has invited every American in Shanghai to a big picnic to be given at Jessfield Park Saturday afternoon.

There will be games for all, the athletic meet to start at 4 o'clock in the afternoon. There will be races for fat men, thin ones and special events for the ladies and the committee urges all Americans to be on hand early to join in the fun.

White tablecloths will be spread on the lawn near the Rose Garden and a great feast is promised for 6 o'clock—a real homeside meal.

Any American who is anxious to recall how homeside food tastes will find an opportunity at the picnic for the eats consist of fried chicken, potato salad, baked beans, hot rolls, coffee and apple pie.

Lusitano Wins Billiard Match

Following their victory in the Inter-Club Billiard League this season the Lusitano Club won fresh laurels last night and early this morning by capturing six out of ten matches played against a picked team of ten players from other organisations. The matches were concluded about 2 o'clock this morning.

Mr. C. W. Porter, in the absence of the chairman and vice-chairman, made the presentation of the shield to the Lusitano Club and of billiard cues to Mr. J. P. Lampos, who won through the inter-club games without defeat, and to Mr. E. F. Fastings for the highest break, a count of 116.

Messrs. Phillips, Fastings and Alvares served as referees.

The matches resulted as follows:

Mr. G. M. P. Remedios, (L), 200; Mr. E. F. Fastings, (T), 168.

Mr. E. D. Bush, (L), 200; Mr. J. W. Prince, (M), 121.

Mr. C. M. P. Remedios, (L), 200; Mr. R. P. Phillips, (M), 157

Mr. J. M. C. Lopes, (L), 200; Mr. S. P. da Silva, (P), 185.

Mr. J. P. Campos, (L), 200; Mr. H. E. Brewer, (Pow), 78.

Mr. J. V. Jensen, (T), 200; Mr. S. A. Alvares, (L), 182.

Mr. S. H. Castro, (L), 200; Mr. J. E. Wilson, (M.E.) 178.

Mr. T. Mellows, (Customs), 200; Mr. J. C. da Silva, (L), 156.

Mr. C. Deering, (M), 200; Mr. A. da Silva, (L), 140.

Mr. T. E. Poignand, (T), 200; Mr. J. M. P. Remedios, (L), 18[illegible]

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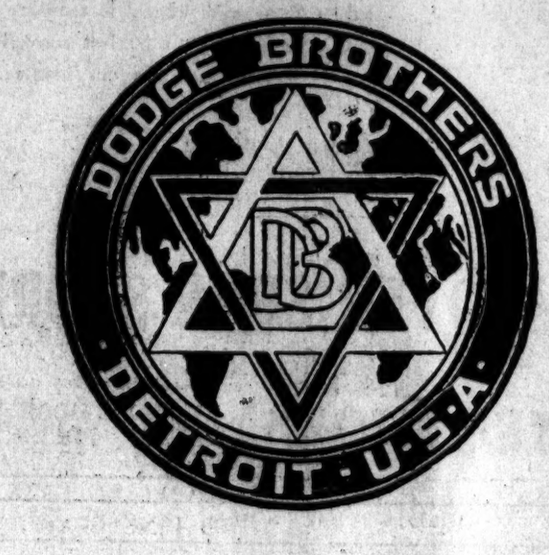

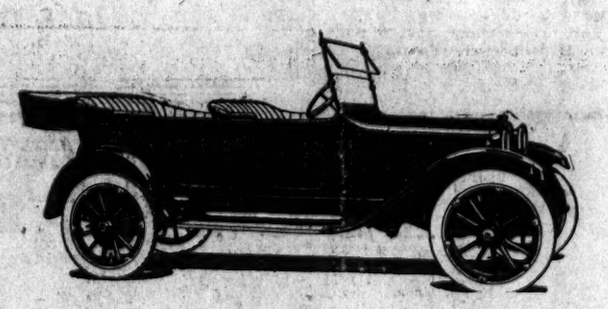

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It has grown because there has grown up in America, and all over the world, a demand for the kind of a motor car Dodge Brothers build.

It has grown because the users of these cars have given Dodge Brothers a good name as careful, conscientious manufacturers.

The result is that wherever these two words—Dodge Brothers—are seen, they stand as a symbol of exceptional motor car value.

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They call up a picture of a particular kind of a motor car.

Or, to be exact, a particular kind of motor car workmanship, which people have come to associate with the name Dodge Brothers.

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Max Friedman

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Make Shanghai World Port Urges Conservancy Board In New Report On Harbor

Development Of System Of Transportation One Of Main Problems Confronting China Today Declares Engineer In Chief

Declaring that the importance of China's trade and Shanghai's position entitle this place to become a first-class world port, Mr. H. von Heidenstan, engineer in chief, has made a survey of harbor conditions in a third report by the Whangpoo Conservancy Board.

"With the development of Shanghai as such," says the report, "other ports will grow in proportion.

"One of the main problems with which China is faced today is to develop a system of transportation, so as to unify, combine and develop the somewhat haphazard collection of modern transportation utilities with which, together with some of the time-honored routes, it is now equipped.

"The ultimate aim is that of providing the most economic and productive circulation of goods, but three converging lines of improvement suggest themselves.

NEEDS OF PORT

"1.—Lowering freight rates by provision of navigational accommodation for ships of the most economic size.

"2.—Diminution of handling charges by the provision of such well-organised harbor facilities and wharf equipment that goods can be rapidly loaded and unloaded and the time which they stay in port decreased.

"3.—The influencing of routes on land and sea so that the concentration and efficiency favors direct routes, full cargoes and through connections, via Shanghai."

The report points out that it present up to a draft of 18 feet there are numerous wharves to accommodate the traffic but for 23 feet there are only 10,000 feet of wharf available, privately owned, and for 30-foot draft only 6,000 feet, also privately owned. The question is asked:

DRAFT CRUCIAL QUESTION

"The crucial question is here—what will be the future draft, on these routes, of the economic ship? Even today Shanghai is being omitted from the calls of some first-class Pacific ships."

It is suggested that Shanghai needs immediate facilities for accommodating 30-foot draft ships, and should, if possible, prepare to serve 36-foot draft within 10 years and possibly 40-foot draft ships within 30 years.

As to terminal facilities recommendations are made for further wharfage, efficient mechanical equipment, including cranes, both stationary and floating, conveyors for bunkering, lighterage, belt-line connections and automobile truck service.

Segregation of traffic, revision of customs control and a national shipping and railway policy are dealt with in the report. It is also recommended that efforts be made to render coal from the mines of the Yangtsze Valley available here in large quantities at low prices.

INDUSTRIAL SITES

The vital necessity of a provision for industrial sites is pointed out.

"There can be no doubt that the question of establishing a free port or a free area should be carefully considered in regard to Shanghai, and it is understood that the Commissioner of Customs has already raised the question in a tentative way," the report continues.

"Exactly how China's trade position would be effected by free ports is difficult to foresee, but seeing that a free port would facilitate shipping and if it included a manufacturing zone would provide very large employment for Chinese labor, the results from establishing one appear to warrant a full study."

ANALYSIS OF TRADE

An interesting analysis of trade is included in the report, covering the years 1913, 1918 and 1919. It is expressed in millions of Haikwan taels:

	1913	1918	1919
Imports	449.6	452.0	530.3
Exports	410.2	478.3	594.9
Turn-Over	859.8	930.3	1,125.2
Total Trade	533.5	627.1	768.0
Net Local Trade	207.2	324.0	410.7
Transhipment (not including goods on "passes")	326.3	303.1	357.2
Foreign Turn-Over (including that with Hongkong)	432.6	428.9	532.7
National Trade (Including "Native Customs")	463.0	539.0	
Gross National Turnover (not including Native Customs)			592.6

In addition to the Maritime Customs business, in 1913, 20.5 millions Customs taels' value in Chinese products was imported through the "Native" customs (in junks) and 15.3 millions of local produce was similarly exported.

STEAM NOT AFFECTED

This business does not affect the steam shipping. If these and the 1918 figures are included we have:

	1913	1918
Total imports	470.1	476.3
Total exports	425.6	491.5
Turn-over	895.7	967.8
Gross value of trade	569.3	664.7
Net local trade	243.0	362.6
Transhipping	326.3	303.1
Gross foreign turnover	432.6.	428.9
Gross national turnover	463.0	539.1

It should be noticed that in the figures the "foreign" trade includes that with Hongkong. A part is therefore really Chinese as Hongkong concentrates exports and imports from and to Southern China.

RE-EXPORT BUSINESS

A striking feature of the report is the announcement that 60 percent of the gross trade here is re-export business.

In support of development of Shanghai's nine-miles of harbor at an estimated cost of Taels 100,000,000 it is pointed out that tonnage entered and cleared in 1913 was 19,754,617, in 1918 it was 14,143,575 and in 1919 was 18,661,455. In addition to this the junk tonnage in 1913 was 1,000,000 and in 1918 was 3,600,000.

Individual annual incomes in the Settlement are roughly estimated at Taels 100,000,000 and total value of land at Taels 209,000,0000. Total value of buildings is estimated at Taels 260,000,000. There are 46 cotton mills, 16 flour mills, 41 rice-hulling factories, 15 large steam filatures and many small ones, five shipbuilding yards, five electric power plants and many other enterprises.

One Pair Of Shoes Between Three, But They Are Heirs Of Half A Million

Robert, Jr.
Genevieve &
Charles Simpson

INTERNATIONAL.

After a two-year fight in the courts of Illinois for the estate of Robert W. Simpson, estimated at half a million, a favorable decision has been handed down which accounts for the happy smile of these youngsters. Mr. and Mrs. Robert Simpson, of Evanston, Ill., have won their long fight for a share in the estate of the children's grandfather, who died in 1914. The three happy youngsters, who had one pair of shoes between them, will all wear shoes and stockings now.

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"Byng" Made in Russia Leather

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BEHIND what you actually see in a shoe—its style and shape—lie those qualities which make real value. Our long experience in selecting materials and directing skilled workmen results in shoes as reasonable priced as they are stylish.

PROPER fit. You cannot be too careful about the fit of your shoes, Thereon depend both ease and style. Our range of styes and widths is complete and our salesmen know how to fit feet correctly. Come in and let us show you our method.

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THE GENUINE CLOTH
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It identifies genuine Palm Beach Cloth—the ideal Summer Suiting for Men.

Ask your Clothier to show it to you—in a smartly styled suit—or your Tailor—who has it by the yard.

Note its feather-lightness—its porousness—and the stylish shades and patterns you may have thought could only be had in woolens. Remember that the beautiful natural shades of Palm Beach will wash as readily as linen, and come back from the tub like new.

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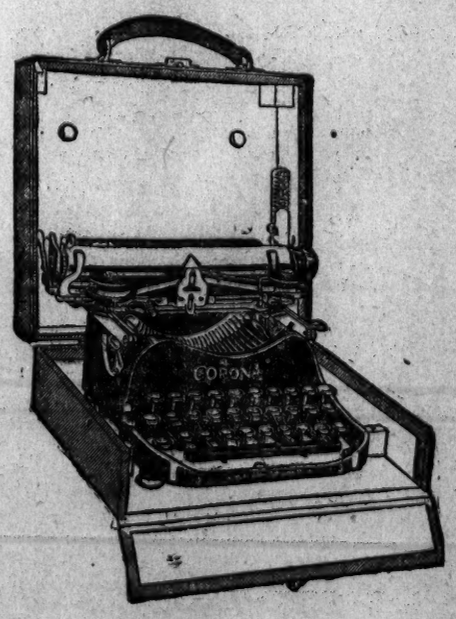

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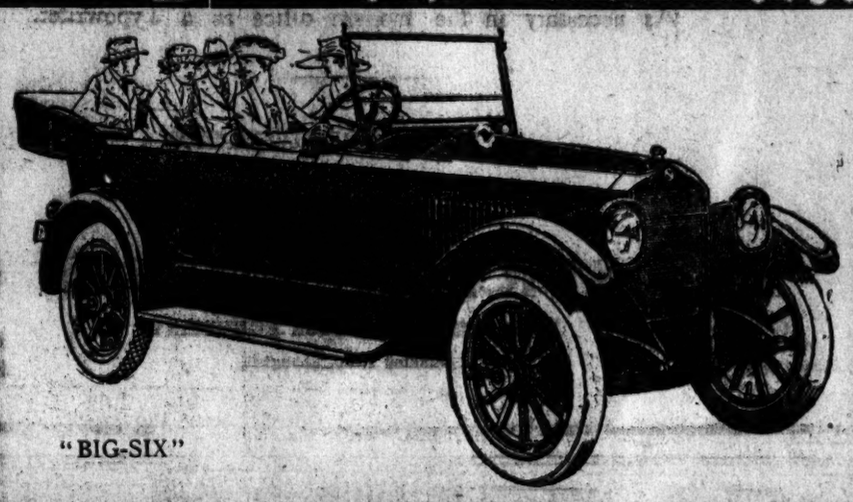

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SERIES 20

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Thoroughly modern
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"SPECIAL-SIX"

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36 BUBBLING WELL ROAD

PUBLIC SCHOOL FOR CHINESE IS WINNER OF MEET

Takes Title From Ellis Kadoorie And Nieh Chih Kwei Easily

The Public School for Chinese, Eight Road, was victorious in the annual triangular athletic meeting held at the Nieh Chih Kwei School, Bafkal Road, yesterday. By winning from the two other municipal schools, the Nieh Chih Kwei and the Ellis Kadoorie School, it will have the right to hold the massive silver shield presented by the chairman of the Municipal Council for the ensuing year.

The final returns of the events second 31½ Point, Ellis Kadoorie, 27½ and Nich Chih Kwei had 20 points Captain Hsi Tsai-kung of the winnning team was handed the shield by Mrs. A. Brooke-Smith, wife of the chairman of the Council upon the conclusion of the program.

The officials of the meet were: Referee Rev. D. MacGillivray; Judges, Mr. A. Donald, Mr. C. S. Fitzroy-Lloyd, Mr. L. C. Healey, Mr. H. E. Jones, Mr. W. A. B. Leach and Mr. A. H. Leslie; Starter, Mr. J. Evans; Timekeeper, Mr. H. B. Lobb; Clerks of the Course, Mr. V. P. Hsu, Mr. Y. Y. Wong, Mr. J. L. King, Mr. T. S. Chow and Mr. S. C. Wong; and Secretary, Mr. G. L Aitchison.

Shanghai Lawn Bowls Club

Saturday, May 22 will see the opening of a most interesting season for the Shanghai Lawn Bowls Club. The first event of the season is to be between the President and the Vice-President. Here is the program for the season:

May
Sat. 22—President v. Vice-President.
Sat. 29—Committee v. Rest of Club.
Sun. 30—Yangtszepoo Club.
June
Sat. 5—England v. Rest of Club.
Sun. 6—All Shanghai.
Sat. 12—Rink Competition, 1st Round.
Sun. 13—Recreation Club.
Sun. 20—Junior Golf Club.
Sat. 26—Rink Competition, 2nd Round.
Sun. 27—Yangtszepoo Club.
July
Sat. 3—Club Pairs Competition, 1st Round.
Sun. 4—North v. South.
Sun. 11—Marine Engineers' Institute.
Sat. 17—Club Pairs Competition, 2nd Round.
Sun. 18—Recreation Club.
Sat. 24—Scotland v. The Rest, (all Shanghai).
Sat. 31—Points Competition.
Aug.
Sun. 1—Junior Golf Club.
Sun. 8—Yangtszepoo Club.
Sun. 15—South v. North.
Sun. 22—Recreation Club.
Sat. 28—Marine Engineers' Institute.
Sun. 29—Yangtszepoo Club.
Sept.
Sat. 4—Scotland v. Rest of Club.
Sun. 5—All Shanghai.
Sun. 12—Junior Gulf Club.

Twelfth Night

Booking for Twefth Night opened at Messrs Moutries yesterday and before mid-day seats were filling the various houses. The matinee is quite full; the only place now for those playgoers who would see the show on Monday is the gallery.

The matinee on Thursday has been cancelled owing to the Municipal Band having a previous engagement.

AMERICAN WOMAN'S CLUB

The American Woman's Club will hold its Annual Meeting on Tuesday, May 18, at the Carlton Cafe.

As there is much business to be attended to, tea will be promptly served at 4 p.m.

Program for the year 1920-21 will be discussed.

Reports will be heard from the different department officers.

Mrs. Lunt the president will be in the chair.

The Garden Party for May 29 will be heard form.

Sports Costly At Columbia

The annual report of the Columbia University Athletic Association, showed that sports had been conducted on Morningside Heights at a total loss of $7,798.55. Total disbursements for the 1918-1919 season were placed at $15,902.48 and total receipts at $8,103.93 leaving a balance deficit of $7,798.55. Dues from Alumni, faculty and students netted $2,775.00, while the students' activities fees resulted in an income of $4,600. Interest on bonds and the favorable balance shown by football of $88.21 brought the total receipts to $8,103.93.

Track proved to be the most expensive sport, with a net loss of $3,972.43. Baseball came close behind with a deficit of $3,499.81. Crew showed a large improvement over former years, showing a loss of but $1,489.32, due largely to the failure to hold the Poughkeepsie regatta. Tennis, basketball, swimming and water polo followed in order of deficit.

Football alone was able to show a balance on the credit side. The analysed report gave football a credit of $88.21. Salaries and administration cost $3,168.40. The amount made or lost by each team follows: Gain—Football, $88.21. Loss—Track, $3,972; baseball, $3,499; rowing club, $1,489.32; tennis, $676.63; basketball, $649.27; swimming and water polo, $508.99; fencing, $406.79; wrestling, $358.37; golf, $102.60; rifle, $72.94; freshman fencing team, $54.80; freshman track, $31.04; freshman basketball, $16.03.

Band Concert

The following program will, weather permitting, be played by the band in the Public Garden tomorrow, beginning at 5.30 p.m:—

March—La Reine de Saba..Gounod
Overture—Fra Diavolo .....Auber
Waltz—The Choristers .....Phelps
Selection—Hadden Hall ..Sullivan
Neapolitan Songs .....Godfrey
Selection—The Diarymaids..Rubens

P. BRUNELLI,
Musician-in-Charge.

New Norwegian Envoy Here, Guest Of Two Consuls

Mr. J. Michelet, the new Norwegian Minister to Peking was the guest of honor at a banquet last night given by the Norwegian Consul-General and the Danish Consul-General at the home of the latter. Over 100 guests were present.

Tomorrow, on the occasion of the national day of Norway, the envoy will be the guest at a celebration at the French Country Club. The program will include a banquet at which several speeches will be made.

Sino-Italian Bank For Peking Denied Place In Registry

(*Reuter's Pacific Service*)

Peking, May 15.—The Official Gazette states that Wang Chih-hsiang is petitioning the Currency Bureau for the registration of a Sino-Italian Industrial Bank in Peking. The Bureau has already received a similar request from the Waichiaopu which was refused. The petition was therefore also refused.

INTERNATIONAL SAVINGS SOCIETY

Head Office: 7 Avenue Edouard VII, Shanghai

92nd MONTHLY DRAWING of $2,000 PREMIUM BONDS

15th May, 1920

Notice is hereby given that in conformity with the conditions endorsed upon the bonds, the undermentioned reimbursements of representing 25% of $161,040 being premia on 13,420 bonds for the month of May, 1920 were drawn on the 15th May, 1920 at the Head Office of the Company, 7 Avenue Edouard VII, Shanghai, in the presence of Messrs. J. Balis and Tsiang Ming Dz and 311 other bondholders, M. Speelman, Managing Director and Messrs. Seth, Mancell and McLure, Auditors.

The reimbursements drawn will be paid on and after the 16th May, 1920 at any of the following places.

SHANGHAI—International Savings Society No. 7 Avenue Edouard VII.
TIENTSIN—International Savings Society, 45 Rue de France.
PEKING—International Savings Society, 98 Morrison Street.
HANKOW—International Savings Society, 7 French Bund.
CANTON—International Savings Society, Sun Building.

6 Bonds at $2,000	numbered	5075	9371	4662	12965	12027	11967		
1 Bond at $1,420	numbered	5843							
6 Bonds at $1,000	numbered	13258	3153	4375	3480	10375	11020		
1 Bond at $536	numbered	7349							
7 Bonds at $300	numbered	9055	6754	13134	4511	297	10507	2582	
7 Bonds at $200	numbered	1696	9015	10384	8980	7633	12685	10511	
7 Bonds at $160	numbered	5565	74	1899	9893	11729	1312	13417	

and 1307 bonds at $12.00

2	16	21	38	48	4637	4648	4655	4666	4668	9000	9006	9009	9026	9027
67	67	70	81	105	4670	4680	4685	4694	4701	9041	9044	9049	9057	9058
151	161	201	206	219	4706	4707	4714	4716	4741	9063	9064	9065	9067	9070
232	242	243	245	257	4748	4800	4804	4807	4820	9071	9088	9098	9116	9118
259	265	271	274	313	4831	4845	4852	4873	4880	9133	9140	9150	9152	9173
332	337	348	367	376	4882	4890	4897	4916	4949	9186	9200	9207	9216	9226
379	382	383	391	419	4955	4961	4964	4972	4981	9231	9233	9235	9243	9252
421	441	446	451	455	4983	4991	5010	5018	5024	9267	9269	9276	9281	9309
458	462	463	467	471	5029	5038	5039	5047	5057	9310	9326	9338	9340	9348
478	488	489	514	517	5070	5086	5090	5093	5104	9360	9364	9370	9376	9378
525	530	552	557	563	5109	5110	5134	5138	5144	9390	9395	9409	9411	9412
590	599	602	626	633	5148	5151	5157	5162	5176	9417	9436	9453	9461	9490
645	646	696	697	699	5185	5186	5249	5311	5312	9498	9524	9534	9537	9542
703	706	713	717	719	5322	5330	5341	5352	5358	9549	9551	9561	9562	9567
722	735	774	790	794	5359	5368	5375	5380	5381	9571	9615	9628	9638	9644
800	812	841	857	858	5423	5427	5432	5434	5438	9645	9656	9664	9666	9684
868	870	877	884	908	5464	5476	5478	5485	5489	9689	9695	9704	9707	9712
910	924	925	938	943	5492	5496	5513	5539	5548	9719	9722	9728	9755	9757
950	985	1016	1041	1046	5551	5581	5602	5610	5615	9762	9772	9773	9804	9808
1047	1049	1054	1070	1092	5616	5619	5623	5625	5662	9810	9825	9828	9831	9863
1095	1127	1128	1143	1195	5668	5685	5709	5721	5728	9865	9868	9892	9898	9903
1198	1203	1218	1236	1242	5732	5743	5747	5750	5756	9908	9919	9940	9961	9980
1249	1261	1262	1264	1295	5766	5772	5783	5791	5814	9991	9999	10014	10015	10018
1307	1314	1327	1329	1331	5821	5838	5850	5851	5854	10019	10020	10026	10027	10046
1356	1358	1385	1386	1399	5855	5859	5860	5877	5886	10053	10057	10059	10060	10086
1421	1422	1423	1425	1428	5890	5899	5906	5907	5916	10101	10108	10110	10111	10120
1445	1446	1450	1457	1464	5922	5928	5943	5946	5961	10122	10130	10131	10136	10137
1470	1481	1491	1510	1533	5975	5994	6030	6047	6060	10154	10175	10176	10185	10194
1539	1552	1553	1555	1603	6061	6072	6097	6110	6112	10195	10202	10203	10251	10258
1614	1619	1621	1694	1704	6116	6133	6134	6142	6148	10261	10262	10267	10271	10295
1714	1715	1717	1756	1757	6149	6158	6162	6163	6165	10299	10302	10303	10305	10310
1760	1765	1769	1773	1774	6168	6179	6187	6201	6204	10311	10314	10340	10346	10361
1779	1781	1785	1794	1824	6207	6217	6230	6236	6237	10368	10372	10393	10395	10399
1842	1858	1860	1888	1895	6242	6246	6253	6258	6266	10402	10422	10424	10427	10441
1897	1906	1933	1937	1982	6278	6300	6320	6324	6335	10442	10447	10455	10461	10470
1983	1984	1985	1986	1997	6340	6352	6360	6367	6377	10471	10487	10489	10508	10515
1999	2005	2016	2019	2023	6379	6409	6413	6414	6421	10526	10527	10530	10536	10537
2040	2058	2070	2071	2092	6434	6435	6447	6449	6459	10551	10553	10560	10564	10566
2104	2109	2121	2132	2137	6461	6463	6478	6481	6494	10572	10578	10581	10582	10885
2154	2183	2220	2223	2225	6499	6503	6512	6533	6537	10587	10590	10591	10597	10598
2232	2241	2274	2284	2286	6544	6552	6561	6578	6581	10601	10607	10609	10614	10631
2291	2306	2314	2315	2322	6595	6600	6617	6619	6626	10637	10646	10651	10659	10662
2344	2345	2350	2352	2385	6636	6664	6665	6680	6682	10664	10666	10670	10702	10712
2388	2395	2398	2402	2404	6693	6695	6697	6700	6721	10715	10743	10759	10771	10773
2410	2428	2433	2439	2461	6723	6736	6764	6783	6785	10778	10782	10783	10807	10809
2475	2496	2507	2520	2536	6792	6816	6824	6826	6828	10838	10844	10869	10904	10905
2548	2552	2560	2570	2574	6830	6843	6853	6863	6868	10915	10921	10861	10924	10948
2597	2614	2616	2617	2624	6874	6881	6888	6898	6912	10960	10978	10985	11006	11019
2649	2654	2672	2677	2680	6926	6947	6952	6964	6979	11031	11034	11042	11045	11053
2690	2702	2705	2710	2712	6990	6995	6999	7007	7025	11058	11060	11064	11082	11093
2730	2737	2771	2784	2789	7026	7042	7050	7055	7068	11124	11150	11173	11179	11188
2815	2823	2897	2919	2956	7077	7082	7088	7089	7094	11222	11227	11230	11240	11259
2958	2969	2976	2988	3008	7099	7125	7126	7128	7138	11269	11292	11312	11325	11347
3044	3048	3069	3076	3113	7162	7185	7262	7273	7279	11350	11424	11431	11438	11457
3119	3156	3163	3182	3184	7291	7303	7307	7312	7314	11459	11463	11465	11482	11492
3194	3203	3224	3227	3228	7317	7328	7343	7345	7347	11509	11531	11545	11573	11575
3247	3250	3255	3257	3265	7356	7357	7372	7391	7398	11590	11597	11600	11617	11620
3280	3281	3302	3312	3323	7400	7407	7411	7448	7451	11636	11642	11661	11671	11675
3324	3334	3338	3343	3344	7490	7501	7502	7511	7513	11683	11684	11702	11704	11717
3354	3355	3359	3389	3397	7521	7526	7527	7528	7532	11726	11754	11775	11804	11817
3400	3405	3408	3417	3421	7539	7565	7568	7572	7580	11824	11832	11850	11874	11883
3446	3449	3465	3479	3498	7598	7603	7609	7617	7621	11901	11921	11948	11951	11953
3511	3528	3531	3535	3542	7627	7649	7656	7663	7665	11971	11993	12037	12072	12073
3548	3562	3567	3598	3600	7671	7676	7699	7708	7727	12080	12106	12116	12126	12132
3618	3623	3631	3632	3671	7730	7733	7749	7755	7784	12136	12137	12141	12143	12147
3674	3689	3692	3695	3704	7790	7797	7802	7811	7833	12160	12170	12172	12174	12177
3711	3739	3753	3773	3780	7842	7855	7858	7876	7903	12183	12186	12205	12206	12213
3785	3791	3806	3810	3827	7911	7918	7919	7928	7933	12219	12228	12231	12267	12271
3833	3843	3855	3861	3868	7950	7980	7988	8002	8008	12286	12330	12331	12347	12351
3870	3872	3940	3941	3948	8014	8015	8018	8037	8040	12352	12364	12375	12415	12422
3962	3963	3970	3982	3984	8072	8086	8091	8094	8108	12425	12445	12454	12458	12470
4016	4031	4050	4051	4066	8126	8130	8131	8140	8156	12480	12502	12527	12532	12552
4068	4090	4096	4097	4127	8165	8179	8192	8206	8220	12555	12557	12569	12618	12630
4141	4143	4147	4170	4182	8223	8226	8228	8290	8295	12658	12664	12679	12680	12692
4187	4194	4197	4207	4211	8311	8318	8331	8335	8378	12695	12714	12641	12756	12762
4228	4239	4242	4248	4256	8389	8392	8395	8401	8414	12764	12779	12780	12782	12783
4261	4267	4271	4277	4287	8425	8440	8444	8445	8468	12787	12790	12802	12816	12827
4288	4299	4319	4330	4350	8469	8495	8498	8511	8516	12836	12846	12876	12899	12901
4355	4360	4361	4366	4372	8533	8542	8544	8560	8562	12914	12936	12949	12970	12983
4386	4387	4395	4397	4400	8569	8573	8615	8641	8644	12985	12987	12996	13004	13007
4401	4402	4404	4419	4425	8663	8678	8690	8693	8694	13011	13014	13042	13066	13070
4433	4447	4448	4454	4460	8695	8698	8704	8739	8779	13078	13082	13092	13094	13111
4476	4485	4492	4493	4494	8790	8789	8802	8826	8844	13115	13131	13132	13150	13163
4498	4500	4505	4507	4508	8846	8848	8851	8855	8862	13192	13208	13238	13240	13257
4517	4518	4534	4535	4543	8864	8868	8871	8876	8879	13276	13278	13279	13282	13287
4545	4565	4573	4574	4580	8902	8908	8919	8931	8940	13304	13309	13310	13314	13320
4586	4613	4621	4632	4634	8945	8950	8954	8964	8996	13334	13345	13356	13360	13361
										13380	13389	13394		

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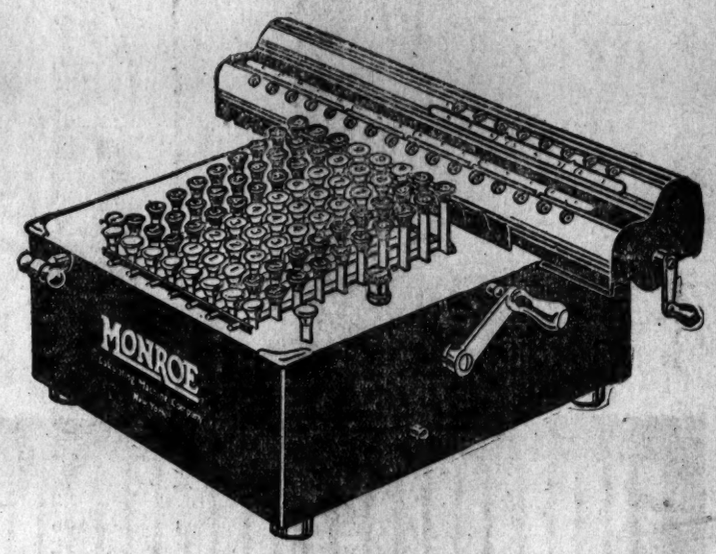

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IRISH FATHERS, COMING TO CHINA BIDDEN FAREWELL

Historic Ceremony In Galway When The Archbishop Addresses Mission

Galway, March 19.—A historic and touching farewell ceremony took place at St. Columban's College, Dalgan Park, Galway, yesterday in connection with the departure of the first band of Irish priests for Central China.

This is the first purely Irish mission organised since the day of St. Columbanus and St. Gall.

High Mass was followed by Benediction at which the Te Deum was sung and the Gaelic hymn of the Mission chanted. A farewell dinner was subsequently attended by a large number of clergy.

His Grace, Most Rev. Dr. Gilmartin, preaching at Mass, took as his text: "And He said unto them: 'Go ye into the whole world and preach the gospel to every creature.'" The occasion which called them together, he said, was simple and momentous. Although the Church had entered on the twentieth century of her existence, there were still counties without a Diocesan organisation of their own, and there were millions to whom the Gospel of Christ had not been preached.

THE CALL TO THE LABORERS

Some few years ago voices from beyond a wider sea than that over which St. Patrick heard the call of the Irish people were heard in the quiet halls of Maynooth calling to a land where the harvest is great and the laborers too few. The hearers were worthy of the message. Seeing that there was no lack of home missionaries in Ireland, a divine fever seized them—the same fever that brought Patrick to Ireland and sent Columbanus to Bobbio.

Uniting themselves together with all due authority almost within a year they became an institution. Following the example of Patrick, two of them went to Rome to get Apostolic authority to preach the Gospel in distant China. And, as Celestine sent Patrick, so only a few weeks ago Benedict commissioned this band of Irish alumini to take pastoral charge of a district in the heart of China.

The Vicar of Christ said to Fr. Blowick, Fr. Galvin, and their associates: "Go ye into China preach the Gospel to the five million pagans of Eastern Hupeh." They answered: "We will go." "A simple issue it is," continued his Grace, "but a momentous one for China, for Ireland and for the missionaries themselves."

'NO POLITICAL ENDS'

Notwithstanding the attempts made since the 13th century by Jesuits, Franciscans, Dominicans, Lazarists, and other organised religious bodies to evangelise China, the net result was only about 2,000,000 Catholics out of a population of some 400,000,000 souls. The Mission which was leaving Ireland had one special advantage. Now China is waking up from centuries of sleep, and the Chinese mind, under the influence of improved education, was more disposed than ever before to appreciate the truth of Christianity.

The Mission might have a momentous issue for Ireland. The political claims of Ireland to nationhood were indisputable, but even were they denied, she remained the missionary nation of the Catholic Church.

WORK BEFORE THEM

The Church had imposed no obligation on this band of Irish youths to undertake a Chinese mission or any foreign mission. They would, in the usual way, after their ordination have a right to a home mission. In this mission they would get all the honor and all the delicate courtesy which the Irish people gave to the priesthood.

Possibly, some of their friends had said to them what his relatives said to young Patrick—that they should stop at home. But, instead of obeying this call of human wisdom, they went to a land that had drunk in the blood of many martyrs, but yet was spare enough in the flowers that ought to spring from such a soil. They were leaving home on an auspicious day, for the character of St. Patrick showed them more than words could do the kind of instrument that God loved to choose for a great work.

High Mass, presided over by Most Rev. Dr. Gilmartin, was celebrated at 11 o'clock; the celebrant was the Rev. J. Blowick, Superior of the Mission; Rev. A. M'Guinness was master of ceremonies; Rev. J. O'Brien, deacon; and Rev. T. Kuinlan, sub-deacon. Amongst those in the choir were:—Most Rev. Dr. Cohalan, Most Rev. Dr. O'Doherty, Most Rev. Dr. Morrisroe. Rt. Rev. Monsignor M'Caffrey, President of Maynooth College; Very Rev. Fr. Walsh, C.M., Very Rev. J. Fahy, Superior Mungret College; Very Rev. Canon Dalton, Rev. D. O'Hara. The priests are due in Shanghai in June.—(*Irish Independent*).

Women In China Are Interested In Aeronautics

MRS. LUCREZIA CAMERA

That foreign women in China are taking a keen interest in aviation was indicated as a result of the publication in THE CHINA PRESS, Friday morning of the story of the adventure of Mrs. Lucrezia Camera, the first woman to fly over Shanghai.

Mr. Jack C. Edmund, chief engineer of the Amos Bird Company, Inc., 91 Yangtszepoo Road, announced that his wife made two flights with him when he ascended for the Chinese government at Tsingtao in 1916 and that in 1917 a Miss Schevally flew in Hankow over the Chinese race track.

Mr. Edmund has ordered a four-passenger Dayton-Wright airplane, delivery of which he expects at an early date, and promises that the members of the fair sex will be encouraged to take an even greater interest in sky joyriding.

Mention was made of the many decorations bestowed on Lieut. Masiero, the Rome-Tokio flyer with whom Mrs. Camera made her ascent. It was an interesting feature of the flight that Mrs. Camera, herself, has many decorations as a result of her activities in war work on the Italian and French fronts for a period of three years. She has two military crosses, a Red Cross medal, the decoration for the Italian campaigns of 1916, 1917 and 1918 with three stars, allowed only to those who have been under fire. She has been proposed for the silver medal for valor.

Rome-Tokio Flight Will Be Reproduced Here On The Screen

Shanghai theatergoers are soon to see a reproduction of the events of the Rome-Tokio flight. A great feature film of the flight from its earliest stages to its conclusion is being made by the Lauro Cinema China Company under the direction of Mr. A. E. Lauro and Mr. Lelli Torello, official cinematograph operator to the Italian government.

The 2,500 feet of film will include views of the infancy of aeronautics, d'Annunzio's raid on Vienna, events at Kiangwan Race Course and other incidents of Ferrarin's stay in Shanghai, the departure from Rome, the arrival in Tokio and a multitude of other features.

This is to be the official film record of the flight.

Shippers Pledge Aid To Railways On Pacific Coast

Would Co-Operate With Lines During The Period Of Readjustment

San Francisco, April 25.—After a lengthy discussion of the adaptation of railroad traffic practices to the new Transportation Act of 1920, the Pacific Coast Traffic League, which met recently in the traffic bureau of the San Francisco Chamber of Commerce in the Merchants Exchange building, adopted resolutions that every effort at co-operation should be extended the railroads by shippers during the period of readjustment under private ownership.

It was emphasised that it would be necessary for traffic officials of commercial organisations to keep in close touch with railroad officials with the idea of assisting them in smoothing out the difficulties arising out of the situation.

It was agreed to have the members of the Pacific Coast Traffic League in the northern cities get in touch with the railroad officials of the northern lines and the California members with the railroad officials in this state with the object of suggesting a series of conferences for the exchange of ideas and to offer the railroads assistance.

It was suggested that it would be well for the railroads to continue the docketing arrangements that were in effect during Federal control covering proposed changes in rates, so that shippers would be accorded opportunities to present their views on changes.

Seth Mann, attorney and manager of the San Francisco Chamber of Commerce traffic bureau, was re-elected president of the Pacific Coast Traffic League.

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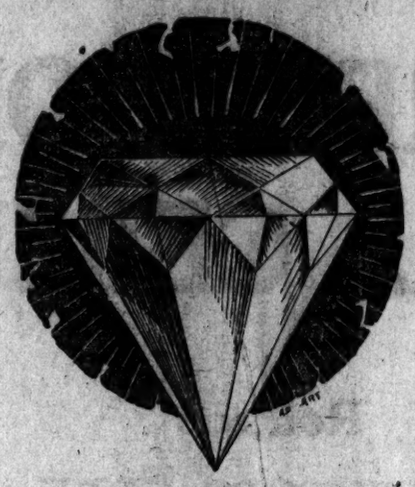

Over beyond Kimberley They're Digging Diamonds

A HUNDRED miles from nowhere.

They're pushing in there by every trail. Men—real men—from San Francisco and Baffin's Bay, from Glasgow, Yokohama and Broadway.

It's when you get men off by themselves—away from the beaten paths—that you find out what they really want, what they consider essentials.

* * *

Look at these men that are going to Kimberley.

What have they taken with them?

A six-shooter, a bedding roll, some cooking utensils, perhaps, and a razor.

Six-shooters of every breed and class, bedding rolls of a thousand different patterns, cooking utensils from every country on earth.

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THIS WEEK SPECIAL DISPLAY OF GOODS FOR LADIES' WEAR, MODEL HATS, MODEL GOWNS, FRENCH LINGERIE

New Model Bathing Costume similar to sketch, wool stockinette, Blue trimmed green.

Price $19.50

VERY SMART MODEL HAT

New soft straw crown, Georgette covered brim, in a very pretty mole color. Price $37.50

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in heavy quality white silk tastefully embroidered.
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New shape, trimmed with wide band of black silk ribbon. Price $8.50

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2 piece wool stockinette similar to sketch. Blue trimmed green or red.

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Model Bathing suit. Very smart Mauve trimmed Dark Green wool stockinette. Price $19.50

Ready to wear Gowns, Jap silk, new model, short sleeves very smart for afternoon wear, plain colours, Pale Blue, Saxe Blue, Old Rose, Pale Green, Pink, etc.

Price $16.50

LADIES' NEW MODEL TENNIS HAT

White drill crown straw brim. trimmed black ribbon. Price $5.50

LADIES' fancy untrimmed Straw Hats wide Brim. Price $2.50

Bridal Veils

White:— Prices $5.75, 6.00, 6.50, 6.75 each

Pink:—

Prices $5.75, 6.50, 7.50, 8.50

Orange Blossom Spray

Prices $1.25, 1.75

WB 419 Corset Low Bust model, good length over hips, 4 suspenders

Price $4.50

WB 104 Corset, a hip corset, elastic top waist, 4 suspenders

Price $4.50

NEW STYLE GOWNS

In figured voile, various colours and designs, very smart.

Prices from $8.50

Model Bathing Suit. New smart shape with belt wool stockinette Brown trimmed Black, Dark Blue trimmed light Blue. Price $12.50 similar to sketch

Rubber Bathing Caps in all colours.

Price 75 Cts.

Fine Russian Net veiling, an all silk net with chenille edge. Black and white.

Price 80 cts. and $1.00 per yard

LADIES' plain Irish linen handkerchiefs ¼ and ½ inch from $2.25 dozen

The famous "LISSUE" Handkerchiefs. A perfect ladies' Handkerchief. Price $2.25 dozen

INFANTS OUTFITS

BABY'S FROCKS

in fine White Cashmere, embroidery at front in washing silk, length 19 inches. Price $4.75

Children's frocks in white cashmere smocked cuffs. Price $5.50

CHILDREN'S STRAW HATS

Trimmed ribbon very good quality.

Prices $3.50 to $4.50

Model Rubber Bathing Caps. Very smart, all colours.

Price $2.50 each

Ladies' Raincoat extra light weight made of light paramatta rubber style as sketch.

Price $10.50

NEW STYLE SPORTS COAT

All silk very smart with collar and long belt, colors salmon pink, old rose, etc.

Price $35.00

J.B. CORSET

No. 528 new model straight front 4 suspenders. Price $7.50

White Nainsook Combinations, embroidered. Prices from $4.50

Cambric Chemises trimmed embroidery. Prices from $3.00

Cambric Knickers Trimmed lace and embroidery. Price $2.00

THE WALBRON CORSET

Sports model for riding etc., very short, well boned. Price $1.50

SMART SPORTS JUMPER

Pure knitted silk, in saxe blue colour.

Prices $45.00 each

Jaeger Camel hair dressing Gown, this famous quality cut very full.

PRICE $37.50

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THE LARGEST-SELLING FINE CAR IN THE WORLD

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The Hudson Super-Six, with its Great Range of Power and Performance, has become famous on every speedway, and in every endurance and economy run.

The Hudson Super-Six develops 72% more power than any other automobile of the same size.

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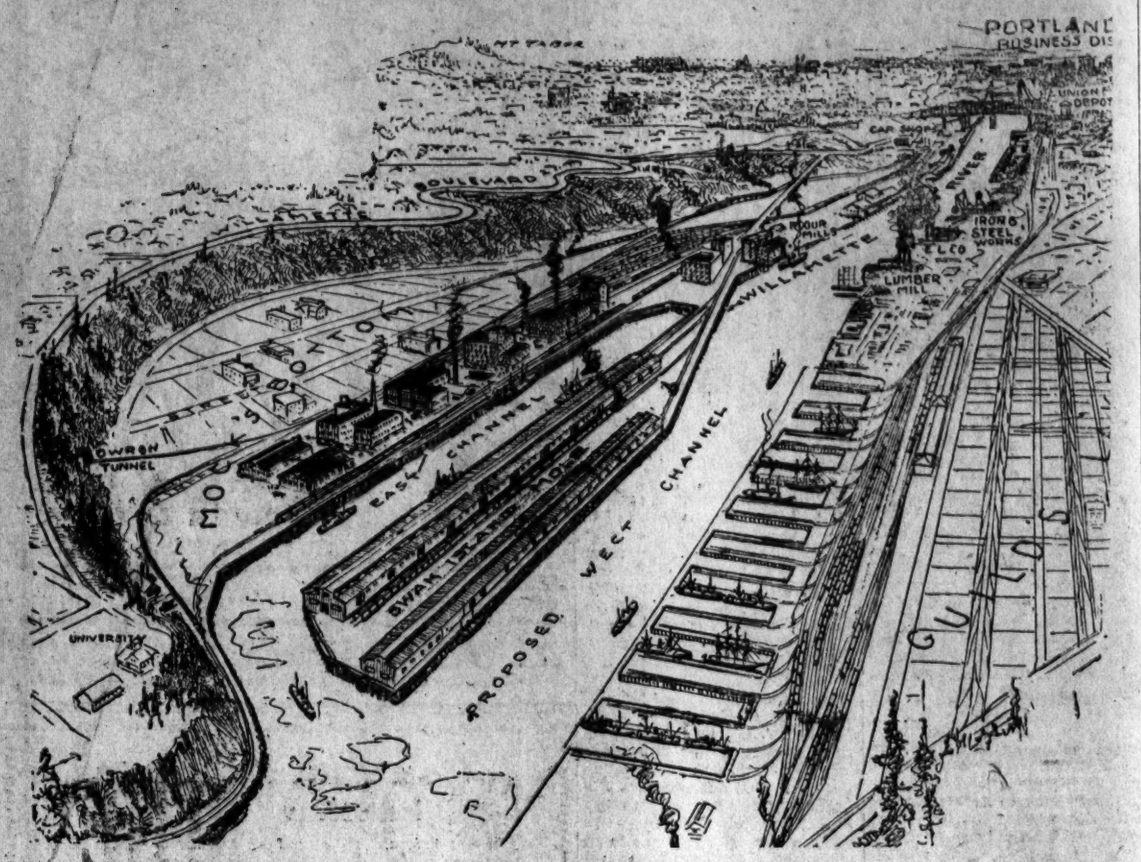
Portland To Cut Island In Two To Handle Ships From Orient



In addition to the huge modern terminal now under construction at Portland, Oregon, the public bodies have presented a plan for another terminal which will surpass anything in the United States.

In speaking of the new project, Mr. J. F. Buckley, Traffic Agent for the Orient of the Port of Portland Commission, said that it only goes to show that Portland is bound to get her share of the world's trade and that the people of Portland will see that she gets it by keeping ahead of traffic and building new facilities before they are actually needed. He said that it was only a question of a short time before Siberia and North China would open up big and then the facilities of all the Pacific ports would be taxed to the limit of their capacity.

DESCRIBES PROJECT

Describing the project, Mr. Buckley said:

"For many years navigators and port enthusiasts of Portland have realised that Swan Island, in the pathway of the Willamette River, constitutes the chief obstacle to the proper development of the port. But when the Swan Island development project is completed, the obstacle will not only sing its swan song, but will be converted into an asset of incalculable benefit to the port.

"The project, which has the endorsement of the public bodies of Portland, embraces a $10,000,000 development enterprise in harbor improvement. At present the channel is to the east of Swan Island. The plans call for the opening of the west channel. The east channel will be closed by a causeway constructed from the mainland on the east side of the river to the island thus creating a still water basin between Swan Island and the east shore.

REMOVE HALF AN ISLAND

"Approximately the west half of the Island will be removed and a straight channel dredged on the west side of the Island with a width of 1,600 feet. Material obtained from the dredging of the channel, of the still water basin on the east side of the island, and from the cutting away of the island itself, will be utilised to fill in the lowlands on either side of the river, thus creating ample space for railroad facilities and industrial sites.

"The plan calls for construction of slips on the west side of the river with piers either municipally owned or built by private firms upon land abutting the slips and leased from the municipality. On the west mainland these slips would afford berthing facilities for 76 ships of 500 foot length. A gigantic freight terminal on this side of the river would be constructed with facilities for 3,000 cars.

TO BUILD CAUSEWAY

"The plans also call for the filling of the eastern portion of the island, the construction of a mole 1,087 feet wide and 5,000 feet long extending the full length of the island along the new west channel, and the construction of a causeway from the southerly end of the island to the east shore, affording access to the island by rail and truck. This construction will have docking space for about 35 vessels of 500 foot length.

"The widening and deepening of the west channel and the creating of a still water basin on the east side would entail the removal of 36,377,072 cubic yards of sand and dirt, but the same task will serve for the reclamation of a total of 1,530.79 acres of land.

"George W. Boschke, designer of the famous seawall at Galveston, Texas, is the engineer who wrought out the plan for the Swan Island development under the employment of the Port and Dock Commissions.

"Public hearings on the matter will be held by the city council before the project is definitely passed, but it is almost certain to pass as it has the endorsement of the City Council, the Port Commission and the Commission of Public Docks."

Farewell Luncheon Given In Changsha For Consul Perkins

(China Press Correspondence)

Changsha, May 9.—Saturday noon over 40 Americans were the guests of Rev. and Mrs. Walworth Tyng at a luncheon given on the lawn of their home in the American Church Mission compound. The luncheon was in honor of Consul and Mrs. Mahlon F. Perkins who are leaving Changsha in the near future to make their home in Shanghai.

Mr. Dickson H. Leavens, of the College of Yale in China, acting as toastmaster, introduced the following speakers: Rev. Brownell Gage, Dean of the College; Mr. J. E. de Ballard, manager of the Asia Bank, and Rev. Walworth Tyng who was a classmate of Consul Perkins at Harvard. Consul Perkins then responded to the toasts. The American community greatly regrets the departure of Consul and Mrs. Perkins who have been here for nearly two years. During his term of office Consul Perkins has won the respect and friendship of all by his courteous, sympathetic and efficient methods in caring for the interests of American citizens, and in his dealings with others.

Eaten up with Rheumatism But DeWitt's Cured him

Another splendid triumph for Famous "Proof Cure"

Do you suffer from rheumatic shooting pains in the limbs and stiff aching joints?

Few people know the real cause of these troubles and how they lead up to awful diseases that cause thousands of deaths every year.

Those who are inclined to kidney trouble should be on the look-out for symptoms which will prove to them whether their kidneys are weak or not, and these symptoms should not be overlooked or disregarded, because serious and incurable forms of kidney and bladder disorder start with very slight symptoms, and gradually get worse. How are you to recognise kidney and bladder trouble? Just ask yourself the question, "Have I any of the following symptoms?" Have I a nasty taste in the mouth first thing in the morning, puffiness under the eyes, general feeling of weakness and irritability, aches and pains in various parts of the body? Have I constipation, cloudy urine, or sharp stabbing or aching pains—a pain "as though my back will break"? These are the sure and certain symptoms of kidney trouble, and those who suffer from backache, rheumatism, gout, sciatica, gravel, stone, cystitis (inflammation of the bladder), or pains in the muscles and joints, are all suffering these pains through weak or diseased kidneys, for these are positively the symptoms of kidney trouble.

These signs of kidney or bladder trouble are caused by the poisonous acid in the blood which the kidneys should remove, but they do not, owing to their being in a weak state.

The kidneys are the filters of the body, and it is through them that the impurities from the blood pass out of the system. If the kidneys are out of order, these impurities, which take the form of tiny jagged crystals of uric acid, are held up in the body, causing those rheumatic twinges in the joints and muscles and stabbing pains in the back. Other ways in which kidney trouble shows itself are headaches, nervous debility, swollen feet, bad breath, constipation, and weakness of the bladder. You cannot have good health and spirits while this poison is in your system. Bright's Disease is one of the deadliest of modern complaints, and if you neglect any kind of kidney or bladder weakness, you are running a serious risk. It is dangerous to delay. It is no longer necessary to suffer. Here is the story of a man who was cured completely of kidney trouble.

Mr. THOMAS THOMAS, (from Photo).

Mr. Thomas Thomas, of Park Side, Tredegar, says:—"For four or five years I was eaten up with rheumatism. My arms and legs swelled so badly that I had to hobble out on crutches. Sometimes I had to crawl up and down the stairs on hands and knees, the pain was so terrible. After I had tried many doctors and advertised remedies, without success, I was advised to try De Witt's Kidney and Bladder Pills. I was surprised and delighted at the relief I obtained after the first dose. I continued with them, and got rapidly better, and could soon get about without crutches. I have been able to walk and work in comfort ever since that time, and I feel I owe a complete and wonderful cure to De Witt's Kidney and Bladder Pills.

De Witt's Kidney and Bladder Pills go straight to the kidneys, instead of merely regulating the bowels, as most so-called "Kidney Pills" do. This is the secret of their marvellous efficacy.

They are so finely compounded that they pass from the stomach straight into the kidneys and into the bladder. This is positively proved to you when you see that blue-coloured urine. There cannot be any doubt—this very fact alone proves that De Witt's Pills have been just where you require them to go, the kidneys and the bladder. You see it for yourself.

If your kidneys are healthy you make a fair bid for general good health and spirits. Many people's lives are made a burden by those tiring, weakening, backache pains, those rheumatic twinges in the limbs, those burning bladder pains, and discomfort, and the irritability and depression that is always a sure sign of kidney and bladder weakness. These symptoms are the forerunners of rheumatism, gout, lumbago, and bladder inflammation, that make life an incessant torture, or the terrible Bright's disease that causes so many death every year. A proper kidney remedy, properly administered, will remove from the system the poisons which cause all this pain and disease and promote normal good health and outlook.

Within 24 hours they are absolutely guaranteed to relieve the pain, and a blue tinge in the urine proves to you, for your own satisfaction, that the healing properties have passed right through the kidneys and bladder. They hardly ever fail to effect a permanent cure.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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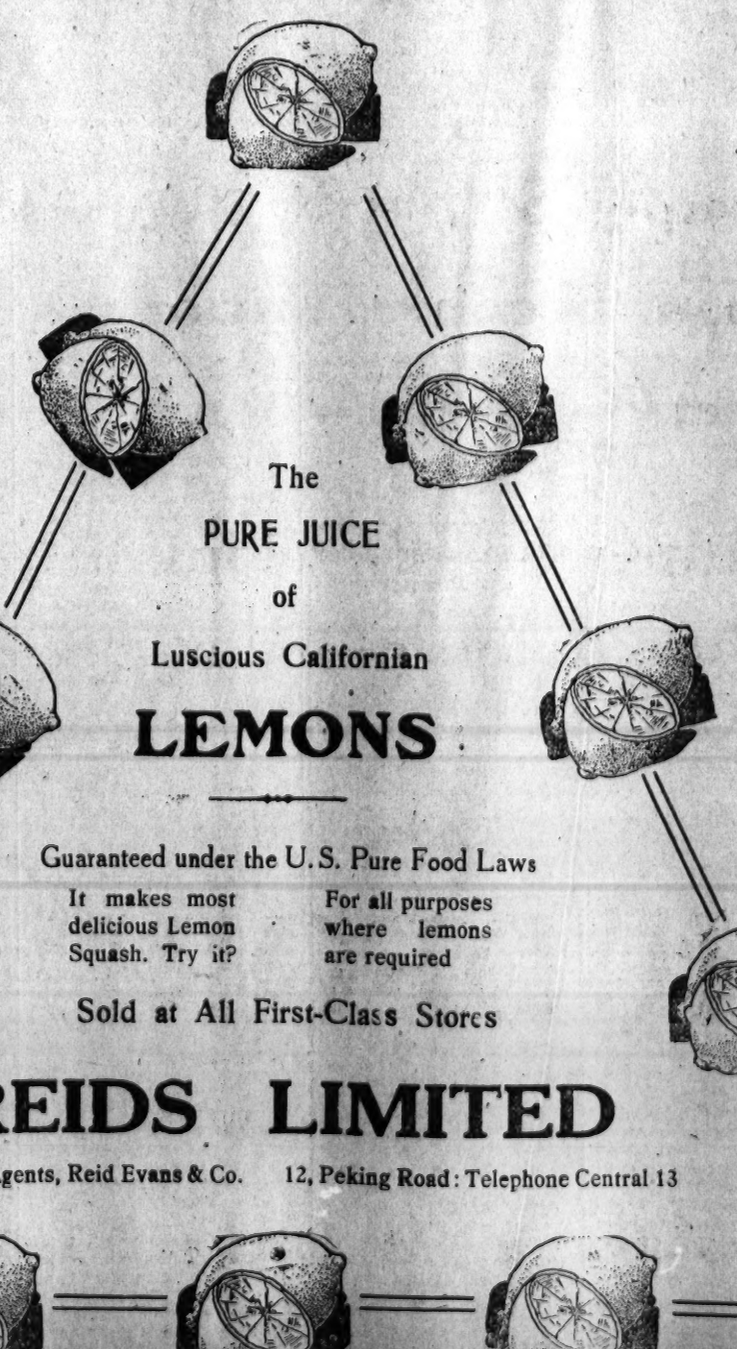
18 Lemons in every bottle



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THE CHINA PRESS

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

Today's Church Services

Holy Trinity Cathedral.—Sunday after Ascension. 8 a.m., Holy Communion; 10 a.m., Mattins (sung); Psalms 93, 96; Lessons Deut. xxvi., St. John xiv. 1-14; 10:30 a.m., Sung Eucharist; Anthem "God is gone up" (Croft); Hymns 150, 304, 522, 322, 167; Preacher, The Sub-Dean. 3 p.m., Children's Service. 6 p.m., Evensong and Sermon; Ps. 148, 149, 150; Lessons Deut. xxx., S. John xvi. 5-end; Anthem "Purest and Highest" (Stanford); Hymns 301, 281, 379; Preacher, The Dean.

St. Andrew's Church, Broadway.—8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Ps. 93, 96; Lessons Isaiah lxiv., Ephes. i, 3-end; Hymns 150, 304, 299, 165; Preacher, The Dean. 6 p.m., Evensong and Sermon; Ps. 149, 150; Lessons Isaiah lxv. 17-end, Acts i, 1-14; Hymns 301, 169, 281, 379; Preacher, The Sub-Dean.

Union Church.—Sunday School Anniversary Services. 11 a.m., Preacher, Rev. C. E. Darwent, M.A.; Chant Te Deum (Jackson); Special music by an augmented choir. 8 p.m., Preacher, Rev. C. E. Darwent M.A.; Chant 50; Anthem "Sleepers wake a voice is calling" (Mendelssohn); Hymns 161, 167, 171.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, Dean J. W. Nichols.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Mr. Gilbert McIntosh; Evening 6 p.m. by Rev. S. I. Woodbridge, D.D.

St. Joseph's Church.—Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m. High mass. Sermon in English. At 4 p.m. Benediction of the Blessed Sacrement. Masses on week-days 6, 7, a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Mortals and Immortals." Sunday School 10 a.m. Testimonial Meeting, Wednesday Evening 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

American Song Service, held every Sunday afternoon at the Masonic Temple, will be addressed today by Dr. Frank Rawlinson. Mr. R. P. Roberts will preside. Every American in Shanghai is cordially invited to attend this service. Special Music and a good place to make friends.

China And The Hope She Has In America's Aid

Note: The following interview with former Premier Tang Shao-yi was obtained by Mr. Charles W. Wood of the Centenary Conservation Committee of the Methodist Episcopal Church on a recent trip to Shanghai. Mr. Wood is widely known as an interviewer in America. The following is reprinted from the New York World:

"I AM not speaking as an official or an ex-official," Tang Shao-yi explained. "I am speaking only as a Chinaman."

That's characteristic of Tang Shao-yi. Serene, sagacious, independent, one of the highest of the high in Chinese official life, he can call himself a "Chinaman" and lose none of his dignity. Lesser dignitaries carefully avoid the term; and foreigners, unless they are very new or very boorish, always say "Chinese."

But Tang Shao-yi, as Orientally polite as they make them, still avoids all the usual props of polite patter. He doesn't bow nine times to your once, nor spend many minutes insisting that his great and distinguished caller must take a more honorable chair. He shakes hands—shakes your hand, not his own—offers you a smoke, talks English in genial and understandable newspaper lingo, lets you know that he is a Columbia man and has a warm feeling for America, but keeps you all the while from suspecting that he has become "Americanised." He loves China. He respects China. He is unmistakably and completely Chinese and wouldn't trade China, just as she is, for the whole Western Hemisphere.

"Speaking just as a Chinaman," said Tang Shao-yi, "you may quote me as saying that we do not want your Western civilisation."

Tang Shao-yi, former Premier of China under Yuan Shi-k'ai, is now in the limelight as chief southern delegate to the Peace Conference in Shanghai. A Chinese peace conference is different from the peace conferences with which we in the west have been recently most familiar. In Europe they have conferences and no peace. In China they seem to have peace and no conference. At any rate, Tang Shao-yi and Wang Yi-tang, the chief northern delegate, had been in Shanghai several weeks at the time of this interview, and so far no conference had taken place. Still, the mails were going regularly between Canton and Peking, trade was uninterrupted and, although the "war" still raged furiously in a technical sense, nobody much was getting hurt.

I didn't ask Tang Shao-yi why the conference wasn't called. He had answered the question so many times that he seemed thankful for the omission. I wanted to know two things. I wanted to know what our western civilisation has which China needs and what there is in Chinese civilisation which America would do well to incorporate.

"We don't want to copy your civilisation as it stands," he said. "We don't want your coal strike and your steel strike and your railroad strike. We don't want your wealth at the price you have had to pay for it. We don't want your Wall Street and your I. W. W. We don't want your race riots. We don't want your ceaseless turmoil, your unrest in the midst of plenty, the agony of your riches, the eternal scramble to get something which does not satisfy—the mad fever of it all.

"We don't want even your labor-saving machinery," he added. "If we have to attach a human life to every shaft, expecting the soul of man to compete on even terms with the inanimate steel. Not for worlds of wealth would the Chinese exchange their civilisation for one in which man can never rest, never stop, never know a moment of spiritual peace."

The man who said this is no apostle of inaction. He doesn't advocate going into the silences as a solution of the problem of life. He is not even a conservative in the sense of wishing China to hold to her past and to refuse any real progress which other civilisations have achieved. Neither does he think it advisable or possible for China to remain as she is. All the wide-awake Chinese of today seem to agree that China's present situation is untenable. But they do not agree that China should, therefore, follow the advice of all comers.

"We cannot disagree much," said this unofficial official, "concerning the deplorable state of the Chinese people today. But because a man is unquestionably sick it doesn't necessarily follow that he should dope himself with everybody else's medicine. The masses of China are poor, terribly poor, while the masses in America are relatively rich, and if getting rich were the only object in life, China should know exactly what to do. But with all their poverty the stubborn Chinese want something more than riches.

"They want something which wealth has not brought to America. They want happiness.

"The American people are not happy. In periods of prosperity they are able to buy no end of entertainment, but they never seem to be able to purchase happiness."

"American achievements have been glorious. They have amazed the world, and every intelligent Chinese acknowledges America's supremacy in those matters in which America is supreme. But China also has achieved. Our achievements, however, has not been spectacular and they are quite apt to be overlooked. We have made a wretched failure in the matter of the production of material comforts and luxuries, but we have achieved a spiritual simplicity without which the world cannot know happiness; but when humanity finally discovers the formula it may become apparent that China's contribution is no less important than America's."

Spiritual simplicity! I balked at the term. I am one of those who was educated to believe that the Chinese are subtle, that their mental processes are inscrutable, that their ways are past finding out. My mind, however, was open on this point when I came to China, for the primary reason that I myself, one of the simplest souls who ever walked among men, had too often been accused of subtlety. But to be told that the Chinese, loaded down with tradition, surfeited with moral

(Continued on Page 16)

Placing The Responsibility For Defeat Of The Treaty

It Rests Upon Mr. Wilson, Says Republican Spokesman—Democratic Leader Charges Repudiation Of Treaty And League Of Nations To The Deliberate Action Of A Bare Republican Majority In Control Of Senate

BY CARTER GLASS

(Ex-Secretary of the Treasury, United States Senator from Virginia).

ASSUMING that the present posture of the treaty of peace is tantamount to its defeat, which I do not admit to be true as a finality, it is not difficult to place the blame for that defeat. The responsibility must rest not upon the friends of the treaty, but upon its enemies.

The President, as the head of the American Mission to Negotiate Peace, brought home from Paris the treaty which bore the provisional signatures of the allied and associated nations, and also the signature of the German enemy. It was submitted for ratification to a Senate which the Republican Party, by virtue of its majority of the membership, had organised and which it dominated by a majority membership of every committee. The ability of the Republican Party to control the composition of the Senate committees was a most important contributor to the defeat of the treaty. The Foreign Relations Committee immediately succeeding the last election was reorganised with a personnel consisting of the most outspoken and implacable foes of the treaty.

It numbered among its Republican majority such Senators as Mr. Borah, who declared he would not be for the League of Nations were "the Savior of Mankind" to advocate it. Another member is Senator Johnson, who has opposed the treaty in its entirety—reservations or no reservations. The Chairman of this committee is Senator Lodge, who is known everywhere as an uncompromising critic of everything that Mr. Wilson has said or done and a bitter opponent of everything that he proposes or recommends. Another influential member of the Republican majority of this committee is Senator Knox, who, while not as bitter in his expressions, is as implacable in his opposition as any of the other Senators whom I have mentioned. The committee was so constituted that it could be depended upon to disfigure if not destroy the result of the Peace Conference whenever it should appear, and it awaited the submission of the treaty, drawn up in hostile array, months before the Peace Conference had concluded its labors.

A HOSTILE COMMITTEE

When the Versailles Treaty was submitted to the Senate for ratification, it was promptly referred to the Foreign Relations Committee, thus studiously prearranged for its hostile reception. The nullifying reservations which have been the subject of protracted debate in the Senate were all referred to the Foreign Relations Committee, and the latter, in turn, reported those which it deemed to have the most deadly and emasculating effect upon the treaty. Thus from a Republican electoral victory, which gave the Senate a majority of two, which majority by reason of the recent conviction of Senator Newberry, after his indictment in Michigan, has been reduced to one, the Senate was enabled to organise its committees in ghoulish anticipation of the arrival of the treaty and with no concealment of its purpose to prevent the adoption of the treaty, regardless of its merits and without much attention to its provisions.

It was never, as it seems to me, the intention of Senator Lodge or of Senator Knox and their associate leaders on the Republican side to permit the ratification of the treaty of peace without modifications that would discredit the President and which they could point to as having destroyed his work. To this end a calculated campaign was inaugurated even before the President went abroad or had designated the membership of the American Peace Commission. This was to some extent due to the personal hatred of the President long cherished by Senator Lodge and, to some extent, shared by his intimate party associates in the Senate. It was also due to a more widely distributed partisan bitterness which was provoked by the failure of the President to select some popular and influential member of the Republican Party as a member of the Peace Commission. Many friends of the President are disposed to concede that a tactical blunder was made in not selecting some Republican like Root or Taft or Hughes, with well-known views in favor of a League of Nations and whose personal influence might have neutralised the envy and hatred of Senator Lodge.

HATRED OF THE PRESIDENT

This hatred was intent upon the overthrow of the President's work, and it was quite prepared to wreck itself upon his work no matter what he might do. Shortly after the President departed for France reports were circulated that there was danger that he would make a "soft" peace with Germany. After he reached France reports were circulated that he was standing for a peace of severe justice. He was denounced as friendly to Germany in the first instance, and later this organised cabal of his enemies in the Senate changed their tactics and charged him with the design to inflict "a brutal peace" upon Germany.

The Senate cabal was not able to wait until the terms of the covenant of the League of Nations were announced. They began to debate it before its terms were even suggested. It will be recalled that long before the terms of the covenant of the League of Nations were agreed upon more than a third of the Senate signed a "round robin" pledging themselves to vote against it. Upon the return of the President from France in February, he acquainted himself directly with the substantive criticisms and objections to the treaty, particularly those relating to the Monroe Doctrine, which had been suggested by Mr. Root, and upon returning to the Peace Conference embodied every suggestion in a revision of the covenant. This, instead of satisfying the Senate critics of the treaty, seemed to stir them to even more vehement tactics, showing that it was a frank program of factious partisan obstruction that the Republicans were engaged in and not a discriminating survey of the work of the Peace Conference.

The Senate cabal stopped at nothing. Delegations of Irish, Italians, negroes and various organisations of foreign-born citizens were brought to Washington in an effort to color and exaggerate the impression of popular opposition to the treaty. This effort at the "acceleration" of public opinion had some humorous results, among which the reservation on the subject of Irish independence stands out in comic relief. This reservation, while exceedingly offensive to Great Britain, is utterly meaningless so far as any substantial aid to Ireland is concerned.

Another illustration of the pettifogging spirit in which the Senate cabal stopped to the utilisation of every pretext to discredit the treaty was Senator Lodge's personal advocacy of the surrender of Fiume to Italy, which Italy had never demanded, and which had never been accorded to Italy even in the secret pact of London. Thus were stirred up racial hostilities which time alone will compose, but which probably had their effect upon some of the irresolute members of the Senate.

THE IRRECONCILABLES

While Senator Lodge, purely for the record, affected to maintain the appearance of desiring ratification of the treaty by the process of nullification, another group of Republicans avowed themselves opposed to any covenant whatever that would involve the United States in mutual or conjoint action with any European nation. This smaller group voted for the Lodge reservations, not because of their approval of them, but for the purpose of making the covenant obnoxious to the Democrats, who were in favor of the treaty as negotiated by the President and agreed to by the allied powers. This group was not strong enough to prevent by itself the ratification of the treaty, hence it voted to load it down with Lodge's reservations which nullified the whole purpose of the treaty and made it impossible for most Democrats, who were honestly in favor of the treaty, to accept it in its stultified and disfigured form.

There has been a great deal of idle and ignorant talk about the alleged obstinacy of the President in standing for the treaty as signed by the allied nations. This does grievous injustice to the President and has no foundation on fact. Was there any occasion for the President to be obstinate? His work was concluded when he brought back the treaty and the covenant bearing the signatures of the allied and associated nations. It was not incumbent upon the President to suggest alterations to this treaty. It would been a breach of faith with his associates in the Peace Council had he suggested changes in the work to which he had invited their assent and given his own. He laid the treaty before the Senate nine months ago, and not until last week did the Senate take conclusive action, when it definitely refused ratification.

The Republican Senate began a discussion of the treaty several months before its negotiation was concluded, and, as I have stated, did not finish its debate until nine months after the submission of the treaty for ratification. It took the Senate nearly three times as much time to kill the treaty by protracted debate and confusing and nullifying reservations as it took the representatives of the allied nations to create it. No one can point to a single word uttered by the President which would indicate an unwillingness to accept reservations to the treaty which did not impair its validity or compromise its integrity. When pressed for an expression on the subject, the President did say unmistakably that he regarded Lodge's nullifying reservation to Article X. as a practical negation of that vital article of the treaty and did say definitely that he would not accept this Lodge reservation. Senator Lodge and his cabal of Republican Senators refused any substantive modification in the form of his reservation and insisted upon the phraseology which any one who reads it must perceive is practically a repudiation of the whole idea of an effective league of peace. So dogged and intolerant was his refusal that he would not even consider a compromise resolution proposed by ex-President Taft of his own party and which was assured of the support of forty Democratic Senators.

It will thus be seen by any one who views dispassionately the history of the fight waged by the Republican Senate to kill the treaty that upon the Republican Party and the Republican members of the Senate rests the responsibility for the repudiation by America of the League of Nations and the refusal thus far of this country to join in a peace which has been accepted unanimously by every allied and associated nation with whom we waged the war and won the victory.

BY IRVINE L. LENROOT

(United States Senator From Wisconsin)

IT does not seem possible that there can be any serious difference of opinion as to the responsibility for the defeat of the Peace Treaty. For the failure to ratify without reservations the Republicans unhesitatingly accept the responsibility, although they were joined by some Democratic Senators in opposing unconditional ratification. From the very beginning of the controversy the Republicans took the position that to ratify the treaty, and especially the League covenant, without reservations would sacrifice American independence and impose obligations upon us contrary to the principles upon which the Republic was founded. The majority of the Republicans, however, believed there was much of good in the treaty, and if reservations could be adopted protecting American rights and American principles they are willing to give it their support.

Such reservations were adopted by the Senate, and the responsibility for the defeat of the treaty rests squarely upon President Wilson.

The President carried out his threat that the League of Nations would be so interwoven with the Peace Treaty proper that they could not be separated. This was done, of course, with the hope and belief on the President's part that the Senate could be coerced into accepting the League of Nations in order to secure peace, regardless of the judgment of the Senate as to the merits of the League covenant.

The treaty was officially presented to the Senate on July 10, and referred to the Committee on Foreign Relations. On Sept. 10 it was reported by the committee, with certain proposed amendments and reservations.

A group of Republicans, who were known as reservationists, took the position that the interests of the United States could be fully protected by reservations and that no amendments were necessary. There were at that time fourteen Republicans opposed to the League covenant in any form and thirty-five Republicans in favor of it with reservations. Republican reservationists repeatedly requested Senator Hitchcock, the Democratic leader, to discuss with them the matter of reservations, but he declined to do so. They then proceeded to formulate reservations that they deemed necessary for the protection of the United States. Every one of the important reservations was drafted by those who favored ratification if American rights could be protected, and they went no further in their reservations than they believed absolutely necessary for that purpose.

All amendments proposed were defeated and fourteen reservations were adopted, most of them receiving Democratic support. The treaty came to a final vote on Nov. 19, and it was generally believed there would be sufficient votes to ratify until a letter from President Wilson was read at the Democratic conference, stating that the reservations adopted nullified the treaty and were not acceptable to him. This letter destroyed all hopes of ratification, and the treaty was defeated.

Immediately after the Christmas holidays the reservation Republicans again took the matter up, because many Democrats had expressed themselves as agreeing in principle with the reservations adopted and if given another opportunity would vote to ratify. It was also believed that the sentiment of the country for ratification only with effective reservations was so apparent that the President would be willing to yield and accept ratification with the substance of the reservations theretofore adopted. What became known as the "bi-partisan conference" was held, consisting of four Republicans and five Democrats. They met nearly every day for a period covering two weeks, and practically came to an agreement on all except two reservations, one the reservation to Article X. and the other relating to the Monroe Doctrine. The Republicans refused to yield upon the substance of either of these reservations and the conference came to an end.

Upon motion of Senator Lodge, shortly thereafter, the rules were suspended and the treaty was again brought before the Senate. Senator Lodge offered amendments to the reservations, to conform to the tentative agreements made by the bi-partisan conference, but in nearly every case the Wilson Democrats voted against them.

However, every one of the fourteen reservations received an increased Democratic vote, and each one of them received a clear majority of the friends of the League covenant, that is to say, if the bitter-enders or irreconcilables had not voted at all, the fourteen reservations would nevertheless have been adopted.

Upon the crucial reservation to Article X. the vote was fifty-six to twenty-five; forty-two Republicans and fourteen Democrats voting for it, and twenty-five Democrats against it.

Upon the reservation, relating to the Monroe Doctrine, the vote was fifty-eight to twenty-two; forty-one Republicans and seventeen Democrats voting for it, and twenty-two Democrats against it.

There were the two reservations that the bi-partisan conference was unable to agree upon.

BORAH AND HITCHCOCK

It now became apparent that Senator Hitchcock, representing President Wilson, was bent on defeating the treaty, and he was in daily consultation with Senator Borah, the leader of the irreconcilables.

Democratic Senators were daily deserting his standard, and again, when it seemed apparent that there would be a sufficient number of votes to ratify in response to the sentiment of the American people, President Wilson wrote another letter to Senator Hitchcock asserting that the reservations nullified the treaty and that he could see no difference between nullifiers and mild nullifiers. This letter drove a number of Democrats back into line, but they were between two fires, apparently in doubt as to which they feared most, the wrath of President Wilson or the wrath of a very large percentage of their Democratic constituents, to say nothing of Republicans.

Senator Hitchcock, in combination with the irreconcilables, secured the adoption of the fifteenth reservation, relating in part to Ireland, but in such form that they believed it would assist in defeating the treaty. The sincerity of their pretended friendship for Ireland was exposed the next day when these same Senators voted against the treaty, with the Irish reservation included, and it was only by voting for the treaty that any vitality could be given to this reservation.

The reservation to Article X. was a substitute offered by Senator Lodge, which it is credibly reported Senator Hitchcock submitted to President Wilson. It was returned to him with the words "Not acceptable, W. W."

Upon the final vote twenty-eight Republicans and twenty-one Democrats voted to ratify, and twenty-three Democrats and twelve Republicans voted against ratification. Of the twenty-three Democrats voting against the

(Continued on Page 15)

Roosevelt's Tribute To France

Note: This is from a speech delivered at a banquet to Ambassador Jusserand in New York. For both feeling and beauty it is almost incomparable:

"In Ambassador Jusserand I greet an old and valued friend. I greet a distinguished diplomat and man of letters, who, for the last twelve years, has rendered invaluable service both to his country and to ours. Moreover, I greet him in the way which he prized most, for I greet him as representing the wonderful commonwealth, the marvelous French Republic, which stands forever as both the most charming and the most heroic figure among all the great nations of mankind. France embodies all of loveliness and all of valor; beauty is her handmaiden and strength her shield bearer, and the shining courage of her daughters has matched the courage of her dauntless sons. For three and a half terrible years she has walked, high of heart, through the valley of the shadow. Her body is in torture, but her forehead is alight with the beauty of the morning. Never in all history has there been such steadfast loyalty in the doing of dangerous duty, such devotion to country, such splendor of service and of sacrifice. And great shall be her reward, for she has saved the soul of the world."

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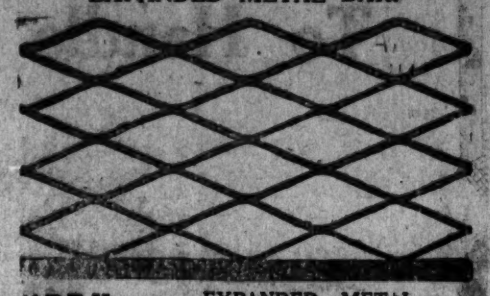

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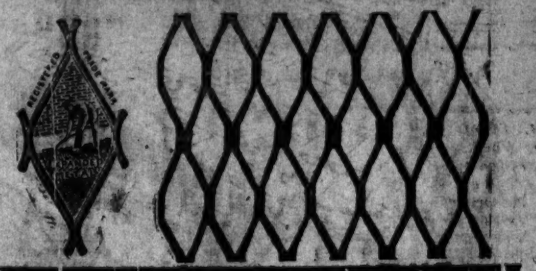

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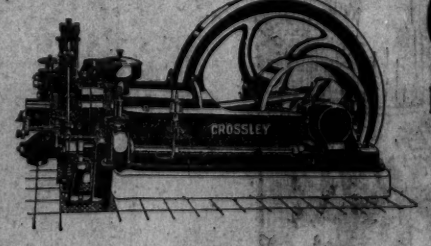

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Musical Matters

By R. B. Hurry, Mus. B.

Correspondents wishing to draw attention to Musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

V.—HOW THE COMPOSER WORKS (a)

Light can be thrown upon the problems of intelligent listening by a little consideration of the problems of composition. It is a truism to say that a piece of music is written to be listened to. It is a piece of self-expression on the part of the composer, but he is expressing himself to some one—to an audience, or to many audiences that will hear his work in many places and at many times, possibly through many centuries.

The composer has, then, not merely to express himself, he must do so intelligibly: he must *make himself clear*—and not only this, he must strike at the feelings of his hearers. A good sermon is, presumably, a piece of self-expression also, but it is a piece of self-expression aimed at the minds and hearts of a congregation. Neither the piece of music nor the sermon serves its purpose if it simply acts as a safety-valve to the overcharged brain of its writer. It must not be a mere outpouring of thought or emotion; it must be designed for the production of a certain effect.

That very word "designed" applied to music may startle some simple-minded reader. For, strange as it may seem, there are in the world a number of people who misunderstand the word 'inspiration' and look on the composer as a mere channel—a lightning-conductor which collects the electric fluid from the heavens and conveys it to the hearts of men by an effortless or even an unconscious automatism.

If these people were to put on paper their picture of a composer at work it would be something like this: A wild-eyed creature with ruffled hair seated at an untidy table with music-paper before him, and writing, writing, writing, feverishly and excitedly the thoughts that heaven sends. "Inspiration" is percolating from the ether into his brain, in burning streams it flows down his arm, into his hand, out at finger-tips and along his pen, from which it drips over the paper in black-headed crotchets and quavers. The creature rises with a shout of joy—a masterpiece is born!

Or alternatively, they think of the creature at the piano frenziedly fingering the keys, producing in immediate tone the thoughts that Nature sends him, and then turning to his desk beside him that he may record for after ages the currents and eddies of the afflatus.

Now symphonies do not come into the world in this way, any more than do plays, pictures, poems, novels or cathedrals. Something called inspiration there must be, but something called design also. Of the attempted works of art that fail, some do so from lack of inspiration, and others from imperfection of design or ineffectiveness in its execution. The arts are on an equal footing here, and we can learn something of the methods of work of the composer, by considering, for instance, those of the poet. We shall find that "the poet's eye in a fine frenzy rolling" is an insufficient equipment, and that, in addition, there must be the habits of reflection and calculation, and a readiness to adapt means to ends.

How much of "inspiration" there may be in the planning of a racing yacht one does not know, but there is certainly something that may go by that name, plus a large amount of calculation. How much of calculation there is in the composition of a poem or symphony is difficult to decide, but there is something that comes under that description, plus a good deal of "inspiration."

Amongst those who have lifted the curtain and let the public peep into the room of the poets, Edgar Allan Poe comes first to mind. In his essay on "The Philosophy of Composition" he says: "I have often thought how interesting a magazine paper might be written by any author who would—that is to say, who could—detail, step by step, the processes by which any one of his compositions attained its ultimate point of completion.

"Why such a paper has never been given to the world I am much at a loss to say—but perhaps authorial vanity has had more to do with the omission than any one other cause.

"Most writers—poets in especial—prefer having it understood that they compose by a species of fine frenzy—and ecstatic intuition—and would positively shudder at letting the public take a peep behind the scenes, at the elaborate and vacillating crudities of thought—at the purposes seized only at the last moment—at the innumerable glimpses of idea that arrived not at the maturity of full view—at the fully matured fancies discarded in despair as unmanageable—at the cautious selections and rejections—at the painful erasures and interpolations—in a word, at the wheels and pinions—the tackle for scene shifting—the step-ladders and demon-traps—the cock's feathers, the red paint and the black patches, which, in ninety-nine cases out of the hundred, constitute the properties of the literary *histrio*."

Having let us into so much of the secret of literary composition, Poe then goes on to analyse the processes by which was brought into existence his poem "The Raven," prefacing his analysis by these words: "It is my design to render it manifest that no one point in its composition is referable either to accident or intuition" (By "composition" is meant the work done after the original "inspiration" had come to him.) He goes on: "It is my design to render it manifest that the work proceeded step by step to its completion with the precision and rigid consequence of a mathematical problem."

Now Poe had a peculiarly logical and analytical mind. He thought out his processes, and could afterwards account for all he had done, as probably, few poets can. Some processes of composition which with him were conscious may be with others unconscious; he had reasons where some others have intuitions. But in the case of every successful poet there must be a working to law, more or less conscious, and the principle of design is to be found everywhere throughout the completed work.

The next article will deal with the equivalents of Poe's description of composition in the realm of musical composition work.

The writer will gladly reply to questions from readers on the present series of articles on "Listening to music."

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Placing The Responsibility For Defeat Of The Treaty

(Continued from Page 14)

treaty, three were opposed to the entire treaty, so the Democratic Senators stood twenty with the President and twenty-four against him.

The reservations adopted left intact the provisions relating to arbitration and compulsory inquiry, Article XI., relating to considering matters relating to the peace of the world, and the economic boycott as a penalty for engaging in war without arbitration or inquiry. In short, they left intact what President Wilson had many times stated constituted the heart of the treaty.

HEART OF THE TREATY

On Sept. 6 last, at Indianapolis, he said: "The great bulk of the provisions of that covenant contains these engagements and provisions on the part of the States which undertake to become members of it: That in no circumstances will they go to war without first having done one or the other of two things—without first either having submitted the question to arbitration, in which case they agree to abide by the result, or, having submitted the questions to discussion by the council of the League of Nations, in which case they will allow six months for the discussion, and engage not to go to war until three months after the council has announced its opinion upon the subject under dispute. The heart of the covenant of the League is that the nations solemnly covenant not to go to war for nine months after a controversy has become acute."

As I have said, none of the reservations affect or limit the heart of the covenant as thus expressed by the President. The reservations leave the heart of the covenant in full force and effect. The only reservation that in any wise refers to it is the one permitting us to decide what are domestic questions instead of permitting the League to decide them for us.

The reservations only relieve the United States from obligations the assumption of which would be contrary to American principles.

The President in his Jackson Day letter suggested that there be a solemn referendum of the subject to the American people. If he believed that the American people desired to assume the obligations reserved, why did he not accept the treaty, and then advocate a "solemn referendum" to determine whether the people desired to continue to reserve these obligations or assume them?

Much will be made of the fact that the Administration Senators offered the Taft reservation to Article X., and it was refused. The answer to that is that that reservation was susceptible of the construction that the entire obligation of Article X. was left unaffected by the reservation. When Senator Walsh stated that his construction of the reservation was that under it the only obligation remaining was to consider any matter of external aggression, but leaving full liberty of action with respect to what should be done, I offered a reservation that carried out that construction, but it was defeated by the Administration Democrats and irreconcilables, and Senator Walsh himself voted against it.

The treaty with these reservations is the best from the President's standpoint that could be secured at the time. He rejected it solely because he could not get all of it. All of our principal associates in the war were eager to have us ratify it with the reservations. Lord Grey's letter demonstrated that beyond question.

On Sept. 11 last President Wilson said: "Which would you rather have, no insurance at all or 10 percent insurance? Don't you think some insurance is better than none at all?" "Put the security obtained by the treaty at its minimum and it is a great deal better than no security at all, and without it there is no security at all."

That the treaty would have been ratified but for the interference of President Wilson every Senator knows.

The great Democratic newspapers of the country, urged ratification with the reservations adopted by the Senate. Democratic leaders throughout the nation urged it. President Wilson alone insisted upon its rejection, and twenty faithful Democratic followers in the Senate obeyed his will.

Senator Owen, one of the leading Democrats, always a stanch supporter of the President in his general policies, but refusing to follow him in this instance, said in a speech on the floor of the Senate:

"I do not believe that there is a single Democratic Senator who would not vote for this resolution of ratification if it were not for the belief of such Senators that the President of the United States desires them to defeat the resolution of ratification now pending, and would regard their failure to do so as a refusal to follow his view as a party leader."

And, finally, as to the responsibility of President Wilson for the defeat of the treaty, I quote from The New York Times: "There is no substantial reason for doubting that practically all of the Democratic Senators would have welcomed an opportunity today to vote for ratification with the Lodge reservation without facing the charge of having deserted the President and wrecking the party."

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Tientsin	Train	17.00					
Hankow	Train	17.00					
Vladivostok	Train	17.00					
H'kong, Straits, Indic & Europe via Suez	Mishima M.	15.30					15.00
Hongkong	do	15.30					
Europe via Hongkong	do					16.00	15.30
Hongkong	E. of Japan	15.00					
Vladivostok & Siberia	Via P. & H.	17.00					17.00
River Ports	Train & Str.	21.00					21.00
Hongkong and Canton	E. of Japan	15.00					14.30
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Hongkong and Canton	Kwangtah	21.00					21.00
Japan Ports	W'noura M.	19.00					18.30
Tuesday, May 18							
Weihaiwei and Chefoo	Shuntien	14.00					13.30
W'wei, C'foo and T'tsin	do		14.00				
Hongkong and Canton	Ichang	10.00					9.30
Hongkong	do		10.00				
Vladivostok & Siberia	Via P. & H.	17.00					17.00
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Dalny	Kobe Maru	8.00					7.30
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Wednesday, May 19							
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Swatow and Hongkong	do		11.00				
Java Ports	Tjiliwong	17.00					
W'wei, C'foo, and T'tsin	Koonshing		13.00				13.30
Weihaiwei and Chefoo	Koonshing	13.00					12.30
Amoy and Hongkong	Sinkiang		17.00				12.30
Japan Ports	Kumano M.	9.30	9.30				9.00
Moji, Kobe, Yokohama Canada, U.S.A. & Europe via Canada	do		9.30				9.00
Thursday, May 20							
Amoy, H'kong & C'ton	Sinkiang	11.00					10.30
Friday, May 21							
Japan, Honolulu, Canada, U.S.A. & Europe via U.S.A.	Venezuela		17.00				17.00
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Japan, Canada, U. S. A., and Europe	*Venezuela	17.00					16.30
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China And The Hope She Has In America's Aid

(Continued from Page 14)

formulas and bound hand and foot by ancient practice, were actually a people of spiritual simplicity was more than I could readily concede.

"In America," he said, "I used to hear constantly of 'higher principles' and 'higher motives,' as though one set of truths were in some way superior to another set of truths. The person who did something for humanity was supposed to be actuated by higher motives than the person who did something for himself. This is an altogether too complicated mental process for me to follow. The Chinese, it seems to me, act upon simpler principles, simpler motives, and do not class truths as high and low.

"If a man lives in a house he cannot be considered selfish because he does something to make the house beautiful. If he sets out trees around the house he becomes a public benefactor, but his motives and principles are no less selfish because of that. If he lives in China, simple selfishness would dictate that he do what he can to make China fit to live in. I cannot see how we can attain any progress worth while until we reach this simple understanding of the motives of man. Otherwise, seemingly good motives will clash with equally good motives and conflicts will never end.

"One of China's great needs," Mr. Tang instanced, "is reforestation. In my village our family once undertook to ameliorate this condition by setting out $10,000 worth of young trees. Presently 10,000 neighbors came along and cut them down.

"Why shouldn't they?" he asked. "Reforestation was of general interest to all of them, I grant; but each had a specific interest which overcame that general interest. They all wanted firewood. The problem, then, was clear, so I began again. I secured another $10,000 worth of seedlings. I sold them at the lowest possible cost to 10,000 villagers. From those who could afford it I took the money, but from others I took promises. That countryside today has millions of beautiful trees. Seven thousand of the $10,000 advanced has been paid back and more will be. All the trees are unmolested. They are protected better than an army could protect them. They are protected by the simple self-interest of 10,000 citizens instead of one."

And, "just speaking as a Chinaman," Mr. Tang does not believe that China can be uplifted through presenting her with any ready-made plan of uplift. She is desperately in need of a lot of things, he readily admits, but they must come to her in a way that will enlist the enthusiasm of the masses if any lasting good is to be accomplished. China is not a nation of savages to be taught a specific list of tricks and to be given in exchange a certificate of civilisation. Neither is she a downtrodden and spiritless people in whom it is necessary to inculcate ideals of freedom and equality. Admitting her inferiority in certain matters, like wealth production, sanitation and the percentage of literacy, the people of China are possibly the proudest race on earth.

"I know of no country," said Mr. Tang, "where such equality exists. There is not a single capitalist among China's unnumbered millions, as you understand the term in America. There is not a single person possessing, say, $10,000,000, and the richest man in the community associates with the poorest farmer on exactly equal terms. The poor man may not have anything but his working clothes and the soil may still be clinging to his feet, but it never occurs to him that this constitutes any barrier to his visiting the rich man's home. The fact that he makes such visits might not be significant, but the fact that he can make them without any self-consciousness whatever, illustrates the genuineness of Chinese equality.

"The man of wealth, in addition, does not own his fortune, in the sense that an American capitalist does, subject only to the laws of the state. In China the man of wealth is subject to traditions and practices that have outlived many codes of law. He must account for his wealth—to his family. He must make an accounting every three years, another and a fuller one every ten years, and what we call the 'great accounting' every thirty years. By the family also I do not mean his wife and children. The Chinese family takes in all the branches of the family tree; and within these Chinese families there is probably more genuine communism than there is in all the rest of the world.

"The Chinese people," he said, "are fundamentally communistic. Communism isn't an ideal with us. It isn't a dogma. It is just a fact. Possibly that is why we would not fit very well into an industrial scheme whose efficiency depends upon every unit indulging in an unceasing competitive struggle with every other unit. Perhaps, also, that is why we have retained some of the spiritual qualities which western capitalism has a tendency to crush out."

No, Tang Shao-yi is not an opponent of capitalism. He earnestly hopes that American capital will come to China, and that China will develop an industrial system adequate to her material wants. He thinks that capital should not only get a return but a large return on such investments, and that this would arouse no resentment throughout China.

"But it is one thing," he said, "to try to adapt China to capitalistic civilisation; it is another to try to adapt capitalistic civilisation to China. All sorts of people seem to be interested in the former project, and it is my frank opinion that it can never be accomplished. Few people have given the second idea a thought."

"What change would have to be made in our western industrial system," I asked, "in order to make it workable in China?"

I was eager for the answer and yet a little bit afraid of it. An Oriental philosopher dictating to American capitalists, pointing out the failure of mere efficiency, the tardiness of mere speed and the poverty of mere wealth, would surely say something well-nigh incomprehensible. When he hesitated two solid minutes before formulating his reply, my convictions were confirmed.

"Not very much of a change," he said frankly. "Just tell your engineers to eliminate from the machine everything that tends to take the joy out of life.

"When I first went to America," he explained, "there was such a discrepancy between the wealth of your country and the poverty of my own that I was amazed at your unhappiness. Nowhere in all history had the common people attained to any such standard of living. Daily your working people seemed to indulge in luxuries that the rich could not afford in China. And yet you were all tense, disaffected or perhaps sullen. Many times I felt that my own people with their simple ambitions simply satisfied were better off than you. But I could not understand why.

"I do not know that I understand completely yet," he added, "but it seems to me that a great part of the explanation must be found in the conditions under which your workers work. In China the masses occupy themselves with simple tasks which they can comprehend. Their methods are primitive but their individual skill has a chance to assert itself. Then they become so absorbed in their self-expression that they do wonderfully artistic work even when it doesn't pay. Slipshod, machine-made Japanese imitations may undersell them in the market, but the Chinese artist is not spiritually wrecked. That is because he is an artist instead of a mere operative hopelessly tied to a machine whose one object is to turn out the greatest possible quantity of goods that are barely fit to sell.

"Yes, unfortunately, these goods are often fit to use as well—for one does not have to have everything he uses made in a truly artistic way. But while they are fit to sell and fit to use, they are not fit to make; and that is the tragedy of it. For in the creation of beautiful things the human soul expands, while in the mere turning out of product it becomes dwarfed and distorted.

"If the industrial machine has no other aim than to increase production, your western civilisation must be considered an unqualified success. If its aim is the most complete possible development of the individual worker, it is a decided failure. China cannot afford it. China cannot afford to get rich at the cost the west has had to pay. China is a veritable nation of artists—poor artists, suffering artists, but artists nevertheless. If they could solve their economic problem only by transforming themselves into a nation of operatives, it doesn't matter much what happens.

"But is this necessary?" Tang Shao-yi asked; and he asked it in a way that suggested no despondency. "Cannot your wonderful industrial geniuses devise a reasonably efficient machine which will not tend to throttle self-expression? We need machinery. We need capital. We need the co-peration of America. The world needs our labor power, our coal and iron and our minerals. But does it not also need our simple artistry and our spiritual capacity for friendliness and peace? Let us not talk of the relative superiority of east and west. Let us assume that each civilisation has justified itself—that each is a success with very obvious limitations. Then we can fuse these two experiments in civilisation, each complementing, not antagonising, the other; and out of such a fusion may we not look forward to the first complete civilisation which the world has ever known?"

Shanghai College Notes

Dr. Harris H. Wilder, head of the department of biology of Smith College and Mrs. Wilder, also a professor in the same department are making their headquarters at Shanghai College while in China. Both Dr. and Mrs. Wilder are giving regular lectures to classes in biology.

Dr. Wilder will give four popular lectures to the faculty and student body: (1) Racial Characteristics, (2) The Three Highly Specialised Races, (3) The Less Specialised Races and (4) The Finger Print System of Identification. Dr. Wilder is an authority on the finger print system and has written a book on the subject which has been published by the Burns Detective Agency. Dr. and Mrs. Wilder are both authorities on amphibians and are making a study of the amphibians of this part of the world while on their visit to China.

Last week accompanied by Mr. White, Dr. and Mrs. Wilder paid a visit to the sacred island of Pu-to. This week accompanied by Dr. C. C. Chen they will visit the West Lake, Hangchow. Last week President White made a trip to Shaohsing to attend a meeting of the Board of Trustees of the Shaohsing Christian Hospital. Dr. White also paid a brief visit to The Hangchow Christian College.

* * *

College classes are again in full swing and the students have settled down to hard work. One week is to be added to the term in lieu of time lost by the strike.

* * *

The walls of the new Academy Building are beginning to rise and the foundations are being laid for the two new dwellings. The materials are accumulating for the new Science Hall, the donor having authorised its completion regardless of exchange. Cement posts are being made and a woven wire fence has been purchased to enclose the land purchased last year. When completed there will be about 300 mow of land within the campus boundaries.

* * *

Mr. and Mrs. Huggins of New York accompanied by the Rev. Mr. and Mrs. Parsons paid the college a visit during the week. Mr. Huggins is a large cotton manufacturer. Mr. Huggins became much interested in the Shanghai College Social Center on Yangtzepoo Road and made a substantial contribution to purchase an automobile for the use of the center.

* * *

Prof. Griffing of the Nanking Agricultural School and expert of the Cotton Mill Owners' Association has been given a plot of ground on the campus for experimentation with seed selected in the Shanghai district. Prof. Griffing hopes that this cotton may be so developed as to meet the need of the cotton growers of this district much better than by the use of imported seed.

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MUELLER ASSAILS PARIS MILITARISM

Says French Assertions 'Are But A Flimsy Pretext For Wanton Aggression'

AIDS GERMAN SPARTACIDES

Charges A French Attempt To Destroy Germany By Seizing Gateways

Berlin, April 6 (Associated Press).—Chancellor Mueller declared today that M. Millerand, the French Premier, at first formally consented to Germany's present military action in the Ruhr district, on the assumption that the operations would consume only two or three weeks, and alleged that, influenced by the French Generals, he had decided "to make political capital out of Germany's internal conditions." The Chancellor also asserted that the present French procedure was bound to give aid and comfort to the German Spartacides, who continue to flaunt their lawlessness wherever they have the opportunity.

"The occupation of Frankfort, Darmstadt Hanau and other German places by the French," said the Chancellor, "is a fresh attempt of Gallic Militarism on the peace of the world—peace only just restored after an era of misery. It will meet with the strongest condemnation by right thinking men and women everywhere.

FLIMSY PRETEXT

"The French assertions that the German military measures in the so-called neutral zone against the lawless bands of the Ruhr constitute a violation of the Peace Treaty are but a flimsy pretext for wanton aggression.

"The material which the German Government has already published and that which is yet to appear will plainly show that our action amounts only to a temporary policing measure absolutely warranted by the complete state of anarchy prevailing there, and, far from being a violation of the treaty, was indispensable to enable Germany to live up to some of the treaty's most important provisions."

The Chancellor then made the charge that France had altered her decision, "obviously under the influence of the French Generals," and continued:

"The intentions of France, where militarism and imperialism seem again to be in the ascendency, are only too clear. By invading cities like Frankfort, Hanau and Darmstadt, which are the principal gateways between North and South Germany, France hopes to throttle the German empire and cause our political disintegration."

Herr Mueller asserted that besides aiding the Spartacides the French action would certainly swell the numbers of those who declare that, since France is more than ever bent upon achieving Germany's complete annihilation. Germany will be compelled to prepare for the death struggle.

"If the allied Governments, if the decent opinion of mankind should placidly tolerate this act of French aggression," concluded the Chancellor, "then the occupation of Frankfort will mark the beginning of an era of international anarchy the like of which the world has never before witnessed."

STATEMENT TO POWERS

The German note dealing with conditions in the Ruhr district, which was handed to the respective Charges d'Affaires in Berlin, begins by stating that grave reports received of sanguinary fighting in the Rhenish-Westphalian region in the middle of March caused the German Government to request permission of the Allies to send a limited number of troops to the temporarily menaced zone. The German Government at the same time offered guarantees for the due withdrawal of these troops.

The French Government replied that it could comply only if allied troops occupied Frankfort, Hanau, Homberg, Dieburg and Darmstadt for the same period and in equal strength, as the German troops were in excess of the limit already permitted.

Setting aside the serious objections to further occupation of German territory, the German Government declared its readiness to consent to the allied troops entering the places named in the event that such German troops as were employed had not left the fifty-kilometer zone within a fixed period to be determined by the allied Governments.

It appeared from the negotiations conducted with the Allies on the subject by the German representatives, according to the note, that the allied Governments had declared they agreed in principle to this. The British Government and the French Premier made declarations to this effect, and the French Government then wanted proof that order could not be maintained in the fifty-kilometer zone without the entry of troops.

POSITION CRITICAL

The note argues that the highly disquieting news, which had unceasingly arrived since, left no doubt that the speedy restoration of peace and order was impossible without temporary military intervention, and contends that the position was so critical that not only the welfare of the population in those regions, but the entire economic life of Germany, was seriously menaced. Communists and mobs terrorised the entire public life, made indiscriminate requisitions and plundered and threatened life and security.

The note further says that the agreements accepted by the newly-formed executive and central councils with a view to restoring law and order were useless because the insurgents who concluded them no longer had power to carry them out. The German Government is of the opinion that it proved to the allied Governments that the systematic restoration of law and order by the troops could not be delayed a single hour.

"The German Government," adds the note, "is responsible for the lives and liberties of its countrymen. It therefore, believes that it should no longer await the formal consent of the allied Governments to the entry of German troops, nor further retard the advance of the troops.

GIVE EVERY GUARANTEE

"This is not an action against the working population, whose representatives have on the contrary, urgently begged help, but a measure to combat the anarchical elements. The German Government does not doubt that the allied Government in these circumstances and having regard for the position in which Germany finds herself will give their consent, which the German Government hereby requests.

"It repeats most emphatically its previous offer to give every conceivable guarantee for the immediate withdrawal of the troops after the restoration of order. It would especially be prepared to agree to the despatch of an interallied commission, which could convince itself on the spot up to what date the presence of troops is justified by the situation.

"The German Government hopes that the Allied Governments will not fail to recognise that Germany is forced (to take this action) by a situation imperatively demanding intervention in districts under its jurisdiction and in which every hour of delay many involve irreparable disaster. It also considers that it is not acting contrary to the spirit of the Peace Treaty, whose stipulations have the purpose of promoting the peace of the world and are surely not opposed to a temporary measure of protection which has no aggressive tendencies.

LOYAL TO ENGAGEMENTS

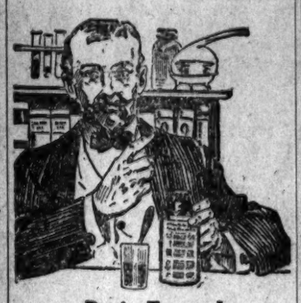
"The German Government continues firmly resolved loyally to respect its engagements, but for this purpose the speedy restoration of a state of authority is required in a region where law and order are fundamental and antecedent to conditions for the execution of the most important stipulations of the Peace Treaty.

The French action in sending troops to the Ruhr district came as a complete surprise, according to German official circles, as it had been hoped that the manner in which the Government troops were executing police duties in that region would convince the Entente that the Government was not contemplating violation of the Peace Treaty.

An official communication says that the attitude of the other allied Governments toward French occupation is not known, as Germany only received a note from France on the matter.

"The German Government will most energetically protest against this measure, which renders all possibility of establishing a modus vivendi between France and Germany hopeless," says the communique, "and can only strengthen those elements in Germany which are entirely opposed to the execution of the Peace Treaty.

"We hope, however, that the rapid and smooth progress of the measures taken in the Ruhr region will shorten the martyrdom of the occupied towns. But there can be no room for doubt that the French action, which is justified by no real interest and which is contrary even to French interests, again endangers the Republic and sets us months back in the establishment of orderly conditions."



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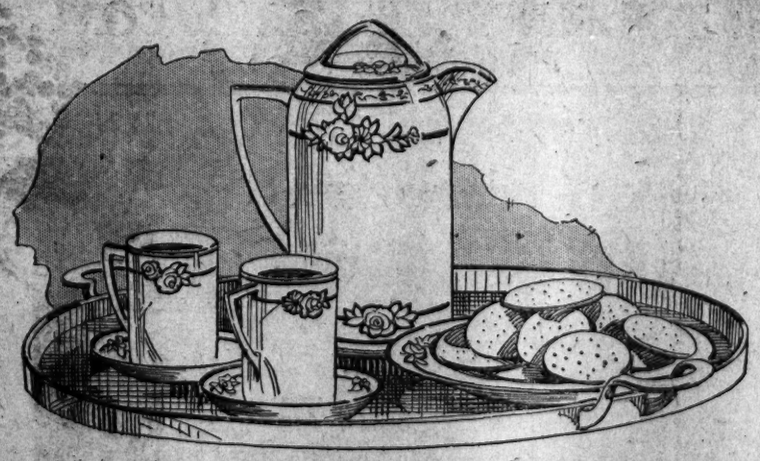

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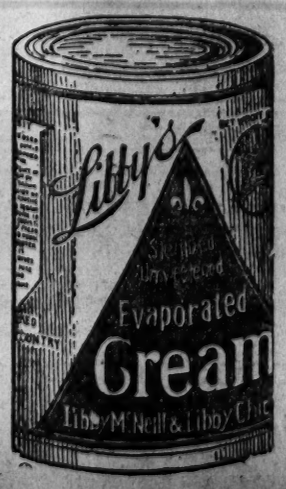

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Yangtsze Insurance Dividend 20 Per Cent; May Increase Capital

One hundred and sixteen shareholders, representing 6801 shares, were present at the thirtieth ordinary general meeting of shareholders of the Yangtsze Insurance Association, Limited, which was held at 4 o'clock Friday afternoon at the offices of the company at 26 The Bund. Mr. John Prentice, the chairman, presided. He said:

Gentlemen.—As it is past the hour for which this meeting was called and there being a quorum present I will call upon the general manager to read the notice calling the meeting and also the auditors' report.

Before commencing the official business of the meeting it is my painful duty to refer to the death of our friend and colleague, Mr. J. W. Wrightson, who died on June 10 last. Mr. Wrightson was a member of this Association's board for 16 years and took a keen interest in its welfare and successful progress and his loss is keenly felt by us all.

Gentlemen, the report and accounts to December 31, 1919, having been in your hands for several days we will, with your approval, follow the usual procedure and take them as read.

The report deals so fully with most points that require explanation, and the accounts are so lucidly drawn up that there is very little for me to add regarding them.

Working Account 1910 and Former Years.—The report explains the financial position of this working account, and if you pass the resolutions to be proposed later on that a dividend of 20 percent be paid to shareholders and also the donation of £1,000 to the Sailors' War Orphans' Fund and £1,000 to the King's Fund for Disabled out of the balance of $2,821,025.02 at credit of this account, there will remain a balance of $2,210,567.38 to be carried forward, which it is estimated will be more than sufficient to meet claims and losses still pending, and also the British Government excess profit taxes for some of the years this account deals with, the amount of which has not yet been ascertained.

War Funds.—Your directors trust you will consider the Sailors' War Orphans' Fund and the King's Fund for Disabled are funds that continue to deserve the support of a company such as ours, and will therefore pass the resolution that will be put to the meeting later on.

Working Account, 1919.—Our premium income again shows a reduction in comparison with the previous year, the reduction being largely due to the high rate of exchange at which the income derived from countries working on a gold standard has been transferred into silver, and also to the falling off, to little or nothing, of our premium income derived from war risks last year. The reduction in our premium income does not imply that the Association is going backward, or that its business is falling off, for I can assure you, with every confidence, that the Yangtsze is still going ahead and has a larger number of constituents on its books today, more branches, and more agents, than ever before, and also is in a stronger position to cope with business of almost any magnitude that may be on the market.

After debiting this account with $379,433.64 to meet the depreciation in the market value of our investments and loss in exchange there remains a balance of $1,718,821.75, which your directors recommend should be carried forward.

Dividend to Shareholders.—As you will see from the report, your directors recommend the payment of a dividend of 20 percent to shareholders—equal to $20 per share on 12,000 fully paid-up shares—which will cost the Association $240,000. Last year the dividends paid were 25 percent ordinary and a 10 percent special dividend—35 percent in all—which absorbed $252,000 on 12,000 Shares of $60 paid-up, or only $12,000 more than we are proposing to pay this year as an ordinary dividend.

Your directors do not, on this occasion, intend to propose the payment of a special dividend out of interest earned, as has been customary for many years past, but will declare an interim dividend later in the year should they consider the estimated result of 1919 working account justifies it, as they feel the payment of dividends in two instalments will be more acceptable to shareholders.

Exchange.—After consulting the Association's bankers and auditors, we decided to discontinue following the upward course of exchange for arriving at the silver value of our permanent investments in gold but to take the rates ruling on December 31, 1918, viz., sterling exchange at 5-2 and gold dollars into taels at 123, and as during the past few years we have taken many lakhs from our working accounts in following the continuous rise in the price of silver, we trust you will approve of our decision to adhere to the fixed rates of exchange I have just mentioned in future balance sheets until the rate of exchange becomes more stable, when the practice of taking the rates ruling on the last day of each year, which we have adopted for many years, can again be resorted to.

As explained in the report our liquid gold assets, and amounts due in gold from various branches and agencies, have been exchanged from sterling into taels at 7/10 and from gold dollars into taels at 149, and the consequent loss in exchange has been charged to working account 1919.

Capital.—In July of last year directors declared a bonus to shareholders of $40 per share and simultaneously made a call of $40 per share, thereby making the shares $100 fully paid up, the paid-up share capital of the Association now being 12,000 shares of $100 each—$1,200,000.

Now that this has been accomplished we think the time has arrived to increase the authorised capital and split up the shares, and these proposals will be dealt with at an extraordinary meeting called for later in the afternoon.

Reserve Funds.—The reserve fund remains unchanged and stands at $1,000,000. The building reserve fund it is proposed to close and to transfer the balance of $116,279.20 to reinsurance reserve fund; from which fund $480,000 was withdrawn last year for the payment of a bonus to shareholders of $40 per share. In order to reinstate this fund it is proposed to transfer $363,720.80 from working account, 1918 and former years. The reinsurance reserve fund will then again have $1,250,000 to its credit.

Balnace Sheet.—It was our intention to show the sterling equivalent against each item in the balance sheet but, owing to the various rates of exchange taken for the different accounts, the proposal was found to be unworkable by our auditors, so we have attached a statement to the balance sheet showing the approximate sterling value of the Association's assets and liabilities, for which purpose an average rate of exchange of 4s. 2d. per dollar has been taken, and we do not doubt that this information will prove of interest to many shareholders and clients, particularly to those residing in countries using a gold standard.

A list of the Association's investments in stocks, debentures, shares, etc., is on the table, should any shareholder wish to see it.

London Committee.—As Sir Charles Dudgeon, who has served on the Association's London Committee for many years, no longer resides in England he has tendered his resignation, which has been accepted with regret. I am pleased to inform you that Mr. H. E. R. Hunter, late manager of the Hongkong & Shanghai Bank in Shanghai, has accepted an invitation to fill the vacant seat. Mr. Hunter is not only well known to all of us in the East but is also well known in business circles of the City of London and we feel that he will prove to be a most useful addition to the London Committee.

The past year has proved itself to be one beset with considerable difficulties to those carrying on the business of underwriting. Competition for the decreased amount of business offering has been very keen all over the world in consequence of the large number of new insurance companies that have come into existence during the past year, and also owing to the fact that a number of the big fire insurance companies have entered the marine insurance field, with the result that there has been hardly sufficient business for all and unhealthy competition has been resorted to by some of these companies.

Losses resulting from cyclones and heavy weather have proved serious during last year and numerous and vexatious claims have had to be met for theft and pilferage.

The many serious fires, both afloat and at docks, in various parts of the world have been the cause of much anxiety to underwriters since the armistice was signed. These fires are responsible for a large proportion of the amount paid out in losses by the Association during 1919.

We have been for some years, and in fact still are, very much under-staffed in order properly to cope with the enormous amount of business that passes through this company's books, and from the first of this year we have secured the services of Mr. C. M. G. Burnie, whose business capacity is well and favorably known to most commercial men in the East. Mr. Burnie has been appointed to the important position of chief underwriter to the Association, and I feel sure you will agree with your directors that the Yangtsze is to be congratulated on having secured the services of such an able and experienced under-writer.

Your directors again wish to record their very high appreciation of the work done by the general manager and all the employees of the Association, and I am going to show our appreciation of their work by later on putting a resolution before you proposing a bonus to the general manager and staff.

As there is an extraordinary meeting to follow this I will not take up any more of your time but will now propose the first resolution, which is

(1).—That the Report of the directors and statement of accounts for the 12 months ended December 31, 1919, as presented, be accepted and passed.

This is seconded by Mr. Brodie A. Clarke, but before putting it to the meeting I shall be pleased to answer any questions you may wish to put to me regarding the report and accounts.

Proposed by the Chairman, seconded by Mr. A. W. Burkill.

(2).—That a dividend at the rate of 20 percent (equal $20 per share) on the paid-up capital of the Association be declared, payable in taels at exchange 73, on and after May 15, 1920, at the Chartered Bank of India, Australia and China, or the Hongkong & Shanghai Banking Corporation, Shanghai, to shareholders on record on May 7, 1920.

(3).—That the directors are hereby directed and authorised to donate £1,000 to the Sailors' War Orphans' Fund and £1,000 to the King's Fund for Disabled, out of the balance standing at the credit of working account 1918 and former years.

(4).—That the appointment of Messrs. A. Howard and C. J. Scott, as directors, be confirmed, and that Messrs. John Prentice, Brodie A. Clarke, A. W. Burkill and H. E. Arnhold be re-elected directors to serve until the next ordinary general meeting of shareholders.

(5).—That Messrs. G. H. & N. Thomson be re-elected auditors to serve until the next ordinary general meeting of shareholders and that their remuneration be Taels 1,000 per annum.

(6).—Proposed by the Chairman, seconded by Mr. Brodie A. Clarke.

That the board are hereby directed and authorised to pay to the general manager and staff of the Association a bonus on their salaries for last year, and that it be left to the Board to decide the amounts to be paid, which, however, shall in no case exceed 20 percent.

That is all the business before the meeting. Dividend warrants will be posted tonight.

We will now proceed to deal with the business of the extraordinary general meeting.

EXTRAORDINARY MEETING

It being 4.15, the time for which the meeting was called, and there being a quorum present, I will call upon the general manager to read the notice convening this meeting.

Gentlemen, This extraordinary meeting is called to consider, and if you approve, to effect a subdivision and increase the Association's capital, and also to effect changes in the articles of association.

The circular letter dated April 27 and forwarded to all shareholders sets out fully, clearly and fully the benefits to be derived by the sub-division of the shares, the increase in the authorised capital from $1,200,000 to $2,500,000 and the changes in and additions to the articles of association, that there is little further for me to explain, and I will, therefore, confine my remarks to emphasising the following points:—

The sub-division of capital, reducing the present fully paid-up share from $100 to ten shares of $10 each fully paid-up, is most desirable now that the Association undertakes marine, fire, automobile, household and practically all branches of insurance, except life, for the sub-division will make the shares accessible to a wider circle of investors and

(Continued on Page 19)

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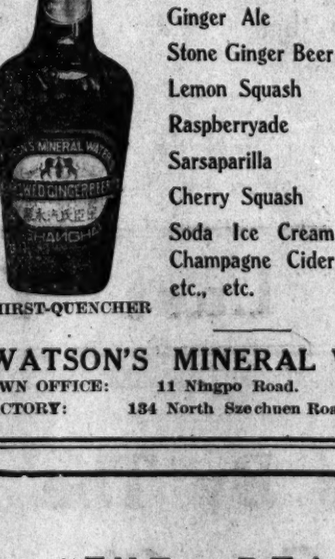

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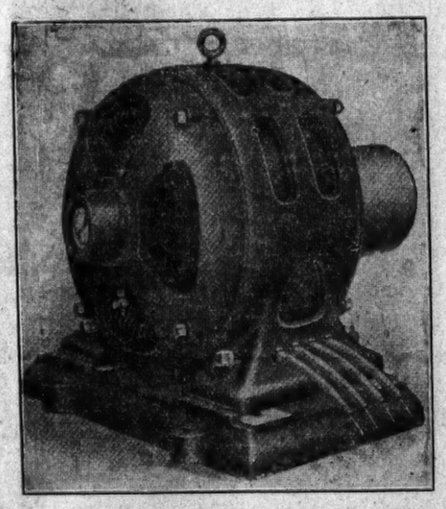

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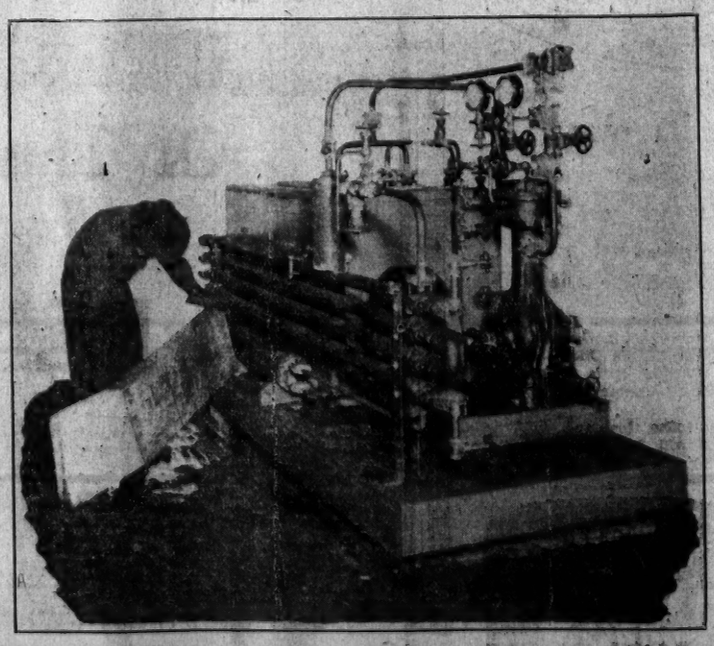

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If Russia Menaced China Twenty Years Ago Japan Is Equal Menace Today

Future Of Anglo-Japanese Alliance Summed Up From British Point Of View By Mr. H. G. W. Woodhead In Pamphlet

BY NATHANIEL PEFFER
(*Our Peking Correspondent*)

Peking, May 11.—Little has been said of the Anglo-Japanese Alliance. Yet it comes up for denunciation or renewal or revision in July of this year. It is due to expire July 13, 1921, provided either side gives notice a year in advance of desire to withdraw. And that time is less than two months off.

The whole situation that is presented by the question of the future of the alliance has been given admirable summing up from the British point of view in a pamphlet containing a series of articles by Mr. H. G. W. Woodhead, editor of the Peking and Tientsin Times. In that pamphlet is stated the case of the overwhelming majority of British and Americans living in China who object to the semblance of a sign of approval being given any longer to Japanese aggression in China.

Mr. Woodhead points out: first, how the basic conditions that gave rise to the alliance have all changed; second, how both the letter and spirit of the alliance have been violated by Japan while its ally was fighting for existence; third, how the alliance, as it stands, could work in the future only to Japan's benefit. He states, concisely and comprehensively, what are the minimum terms on which Britain can remain a partner of Japan. They are no less than a complete change of front on the part of Japan, a complete abandonment of its Asiatic program. And in the opinion of this writer at least that is a price that the Japanese militarists cannot be made to pay now. They will perhaps in ten years when the popular movement in Japan has grown to more formidable proportions, but not now.

CONDITIONS HAVE CHANGED

Certainly the conditions of ten years ago have changed. Most important, Russia is no longer a menace either to Britain, Japan or China. The purpose of the alliance originally was to establish a balance of power against Russia. But if a balance of power is to be established now it must be against Japan. If Russia was a menace to China and the peace of the Far East twenty years ago as ten years ago, as undoubtedly it was, then Japan is a menace to China and the peace of the Far East today.

For Britain there is nothing to gain in a continuance of the alliance. It needs no protection for India now. The only danger to India now is from internal revolution and it will not ask any other Power to deal with that. Neither in the East nor in the West does Britain face any other menace. For Britain there is this to lose in a continuance of the alliance, that its aims in China and Japan's aims in China are diametrically opposed, that the success of Japan's aims in China imperils British interests and that in allying itself with Japan it backs Japan against itself.

The whole aspect of the Anglo-Japanese alliance changed in 1915, when the aspect of all Far Eastern affairs changed: when Japan presented its Twenty-one Demands. That act was not only a violation of all international decency, it was also a violation of the Anglo-Japanese treaty, a direct violation of the clause that provides frank and full communication between the two parties whenever the interests of either is in jeopardy. And that it was a violation of the treaty's guaranty of the integrity of China is too plain even for comment. Japan's recent seizure of the Maritime Province of Siberia and its virtual seizure of the Chinese Eastern Railway is a similar violation.

MUST CONSULT CHINA

Take another provision of the treaty, the guarantee of the Open Door. Would anybody, even a Japanese, contend that Japan has lived up to that? Could there be more convincing evidence of the British point of view on that than the statements of Mr. Burkill to the British Chamber of Commerce with regard to Shantung? And what of South Manchuria? Take a census of British business men in South Manchuria for answer. As Mr. Woodhead says, the test of "what does and what does not constitute the independence and integrity of China must be the application of the principle of equal opportunities for the commerce and industry of all nations in China." And if Japan's construction of equal opportunities is to be measured by its actions in South Manchuria and Shantung, then the kind of integrity that Japan is willing to let China have is the doom of China and all foreign interests in China. It is not the kind of integrity that Great Britain can honorably join in guaranteeing.

So far as China is concerned, if any treaties are to be made affecting its status it has a right to be consulted. In that connection it may be said it has already so notified the British Foreign Office. And it may be expected to follow the precedent set in the case of the Lansing-Ishii agreement and protest if it is not consulted.

WHAT JAPAN MUST DO

That the present Anglo-Japanese treaty must be revised if the alliance is to be continued goes without saying, if for no other reason than that the conditions governed by the treaty have changed. How shall it be revised? Mr. Woodhead has summed up concisely what should be Great Britain's minima. The renewal of the alliance must be based on Japan's enactment of the following:

Foregoing of the concessions wrested from China in 1915.

Withdrawal from Chinese soil of all Japanese forces whose presence is not provided for in treaties and agreements in operation in 1911, when the present treaty was signed.

Restoration of Tsingtau to China under conditions assuring equality of treatment to all nations.

The Shantung Railway should become a Chinese state railway under Sino-Japanese administration on terms similar to state railways operated under British supervision.

These are Mr. Woodhead's principal suggestions. He might have added withdrawal from Eastern Siberia and the Chinese Eastern Railway. Whether these be the conditions or not, to Americans at least it will be a matter for regret if Great Britain renews the alliance except on such terms that Japan no longer aims a pistol at China's heart. Probably the cause of world peace and a better era in international relations would be served if the alliance were not renewed at all.

Yangtsze Insurance Dividend 20 Per Cent

(Continued from Page 18)

contributors, and the larger number of shareholders a company undertaking the classes of insurance I have just enumerated, the larger number of supporters it will have. When the Yangtsze was undertaking marine insurance only, a large number of shareholders was not so desirable as it is now that it undertakes practically every branch of insurance. To purchase even 10 Yangtsze shares at the present time would cost a would-be shareholder and supporter of the Association $2,700, whereas when the sub-division of capital has come into effect it will only cost $270 to purchase ten shares, and I am of opinion that the result will be a larger number of shareholders and a consequnt increase in the support given to the Yangtsze.

The increase proposed in the authorised capital from $1,200,000 to $2,500,000 is intended to provide and be prepared for, at shorter notice than could otherwise be possible, opportunities which may arise to acquire the shares, or the control of the shares, of other companies carrying on insurance business more or less similar to that carried on by the Yangtsze. We will not, however, issue any of the uncalled capital without first obtaining the consent of shareholders.

The proposed changes and additions to the Articles of Association is the third and last resolution to to be put to the Meeting.

These changes and additions are fully explained in the circular letter to shareholders, and as the draft of the new articles has been open to inspection in this office by all shareholders for over two weeks, we will, with your approval, take them as read.

The changes and additions are not of great importance but some of them are necessary in consequence of the two resolutions dealing with the sub-division and increase of capital which you are to be asked to pass; others are advisable in order to bring our articles into line with the Hongkong Ordinances.

Before putting any of the resolutions to the meeting I shall be glad to explain any points concerning them which any shareholder may be in doubt about.

I will now propose the following extraordinary resolutions which are seconded by Mr. Bronje A. Clarke:—

(1) That each of the existing shares of the Association be divided into ten shares of $10 each.

(2) That the capital of the Association be increased to $2,500,000 by the creation of 130,000 shares of $10 each.

That the new articles already approved by this meeting and for the purposes of identification subscribed by the Chairman thereof be and the same are hereby approved, and that such articles be and they are hereby adopted as the articles of the Association in substitution for and to the exclusion of all the existing articles thereof.

That is all the business before the meeting and I thank you for your attendance. It will be necessary to call a second extraordinary general meeting when the resolutions you have just passed will be submitted for confirmation.

Tramp Vessels Are At A Disadvantage

Says the Japan Advertiser of May 4:

There is a tendency on the part of the "shasen," or the ships of the three great subsidised companies of Japan, and foreign steamers to oust the "shagaisen" vessels from the European and other overseas runs. This tendency is reflected in the apparent, though not real rise in freight rates, in spite of the super-abundance of tonnage, coupled with a shortage of cargo.

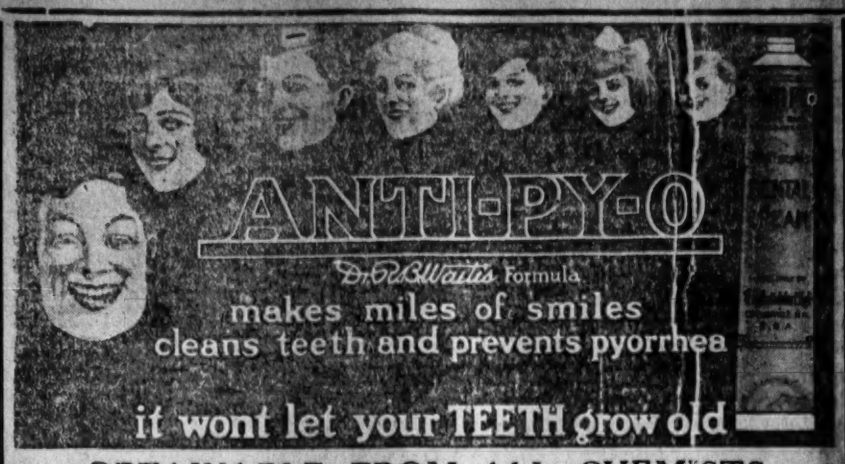
Owing to the continued depression in the ocean trade, freight and charter rates are very low. It is calculated that at present working expenses of the shipping companies amount to between Y.5 and Y.6.50 per ton, but the charter rates for ocean services stand at only Y.8 or Y.8.50. Even these rates are largely nominal, and in some cases a rate of only Y.7 is accepted. On the other hand, working expenses continue to increase, making the position of shipping companies more and more difficult. Yet freight rates on the open market remain low, and in many cases open quotations are below the rates charged by the Japanese subsidised companies. The reason is that there is offered much more tonnage than is required.

In spite of this state of affairs, the Japanese subsidised companies have asked the Government for permission to raise their freight rates. The authorities have already permitted them to make an increase of about 25 percent in the European freight rates, beginning May 1, and it is expected that Australian, North American, and South American freight rates will also be raised shortly by between 30 and 40 percent. In all cases, the increase is attributed to the rise in working expenses.

The rise in freight rates may seem incompatible with the fact that there is now more tonnage available than is required, a number of large ocean-going ships being tied up, the seeming anomaly is due to the special facilities enjoyed by the "shasen" companies as compared with "shagaisen" concerns. "Shagaisen" are mostly tramps, and it was largely for this reason that they showed greater activity than "shasen" during the war.

With the gradual restoration of normal conditions and the resumption of operations by foreign shipping companies, the situation has become very unfavorable to "shagaisen." The oversea development of "shagaisen" companies dates back only to the beginning of the war, and as their ships were mostly chartered to foreigners during the war, they have no special connections of their own. It is very difficult for them to inaugurate regular services across the oceans, especially at a time when the shipping situation is depressed.

On other hand, the Japanese subsidised companies and foreign shipping concerns have abundant connections, and consequently "shagaisen" companies stand no chance against them. The resultant tendency is toward the gradual monopolisation of oversea transport services by the "shasen" or foreign concerns. This state of affairs, coupled with the rise in working expenses, accounts for the rise in European and other ocean freight rates.



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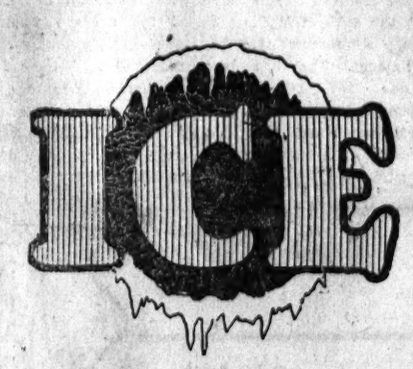

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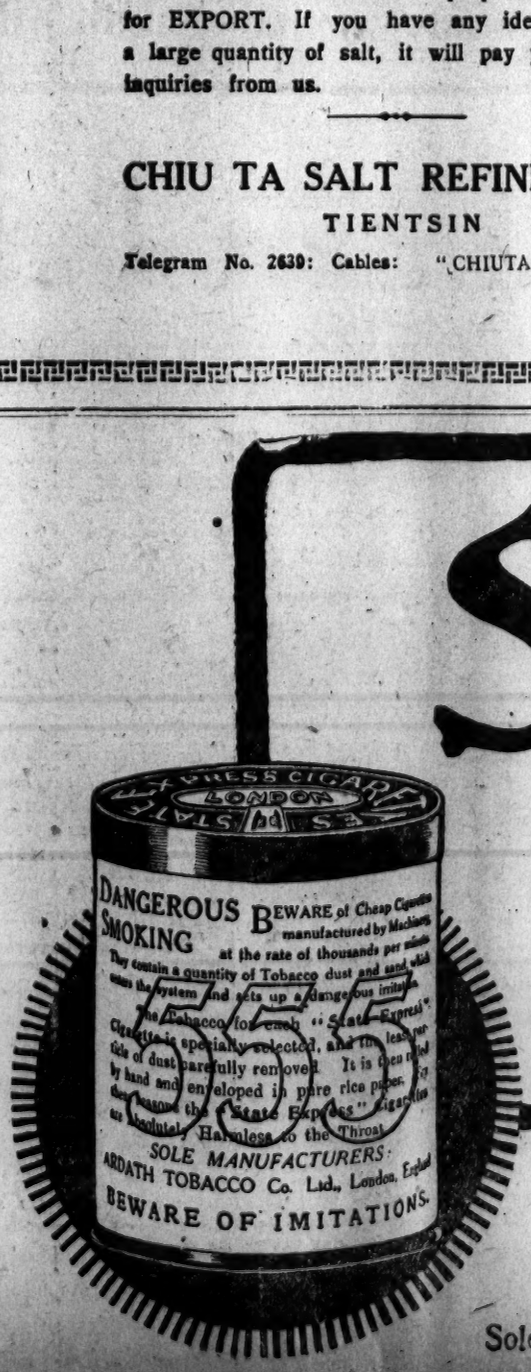
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Many Noted Women To Run For Parliament

Mrs. Sidney Webb, Miss Mary Macarthur, Mrs. Philip Snowden, Miss Jessie Stephens And Miss Margaret Bonfield Among Those Selected By British Labor

London, March 27.—When the next general election for Parliament is held—some say in three months and some three years—the Labor Party will have at least a dozen prominent women in the field as candidates for the House of Commons. Labor headquarters here has already promised a number of noted women with political ambitions that they are to be run and their constituencies will be allotted them as soon as it is time to begin electioneering.

Practically all of the future women Labor candidates have a national reputation as social workers and reformers and most of them were pioneers in the campagin for Woman Suffrage in Great Britain. On the list as made out so far are the names of Miss Jessie Stephens, Mrs. Philip Snowden, Miss Mary Macarthur, Miss Margaret Bonfield and Mrs. Sidney Webb.

Miss Stephens made her reputation as organiser of domestic servants' unions and in her work to improve the conditions of labor of that class of working women. She is now an important figure in the Council of the Bermondsey district of London and is also a Poor Law guardian for that district. In an interview for The World recently she forecasted her activities in case she should be elected to the House of Commons.

Miss Macarthur, who writes and speaks under her maiden name, is the wife of William C. Anderson, a former Member of Parliament. She has long been one of the best known women in the country in all work connected with the improvement of women's social and industrial position. She is Secretary of Women's Trade Union League and the National Federation of Women Workers, Honorary Secretary of the Central Committee on Women's Employment and a member of the National Insurance Advisory Committee.

Mrs. Snowden is the wife of a widely known former Socialist Member of the House, was one of the old guard suffrage workers and has written and spoken much for many social reform movements.

Miss Bonfield is one of the leading members of the more radical branch of labor women. She has been very active in all movements favoring some international organisation to prevent war.

Probably the most famous of the group, from the standpoint of pure intellect, is Mrs. Sidney Webb. Either alone or with her husband she has sat on more Government commissions to investigate social and industrial conditions than any other woman in the country. She is the author of a number of books on the housing and wage questions, on prevention of destitution and kindred subjects. Her last important position was that of member of the War Cabinet Committee on Women in Industry.

These and the other women who will be Labor candidates have a knowledge of present day domestic problems far in advance of the average woman and, in most cases, probably considerably above that of their future men opponents. All are good speakers and as the Labor Party will place them in strong labor constituencies their chance of success is considered very favorable.

'GOOD-NIGHT KISS' IS PUT UNDER BAN

Social Worker Issues A Warning That Promiscuous Osculation Must Stop

New York, April 3.—Now that the cabaret is doomed by loss of the cocktail and highball, a new danger threatens the "good-night-kiss" type of girl.

Leaders of social work are alert to the menace of joy rides, "shady" road-houses and of drugs, which they fear will become the chief instruments in wrongdoing.

Miss Virginia May Mollenhauer, attorney-at-law and an active worker in the Catholic social activities in the Bronx, says that "girls who hitherto have been endangered by drink may be safe now on that score, but the need for social supervision is in no wise lessened."

Never before, she declares, was the need so great for more recreational opportunities under religious auspices. She adds that a definite method should be worked out by which good young women and good young men can meet, and even court.

THE PARTING KISS

When Miss Mollenhauer speaks of the "good-night-kiss" girl, she means the working girl who depends largely on her "gentleman friend" for amusement and who feels it is her duty to pay him with a parting kiss or two. This seemingly harmless practise is considered by social workers the cause of many shattered lives. These girls have few friends who call at their homes in the conventional way, because their living quarters are so crowded. Until they acquire a particular "gentleman friend" they have little amusement, and then the least they can do is reward him with a kiss.

Recreational centers would show these girls they can afford to refuse the young man an embrace and still not be forced to sit lonesome at home.

"Not that I consider kissing wrong," Miss Mollenhauer explained, "but the promiscuous kissing done by so many girls is harmful. After the first few times the innocent, hurried kiss in the dark doorway loses its zeal, and it is not long before they begin the "Soul Kiss," prolonged, highly emotional inciting kiss, which is a mortal sin.

UNSUCCESSFUL MARRIAGES

"A social worker who has traveled over the United States told me that he found many cases where marriages were not successful because of the freedom the woman had permitted her "gentleman friend" before marriage. If a girl permits a man to kiss her after a short acquaintance and he later marries her his duty to respect her may be held too lightly.

"We must teach these girls not to be too free with their kisses and they will be rewarded in the long run."

The sort of social centers planned by the Catholic Charities of the Archdiocese aims to appeal to the girl by providing her with a place where she can be in the company of young men without running any risks. Here she would be properly, but sympathetically, chaperoned. She would acquire the feeling that the place was her social home and she could invite young men to it.

Active physical exercies for some type of highly emotional girls take the place of artificial stimulations. Many girls do not know the genuine excitement of a strenuous basketball game; they do not know that much of their inner cravings can be satisfied by a spirited run or by high-kicking and hurdling to a lively phonograph record. It is comparatively easy to teach them to appreciate all this if we have sufficient recreation centers."

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CHECK PROTECTORS
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Technical Supply Co., 11c Nanking Rd.

CIGARS & CIGARETTES
Golden Cigars
British-American Tob. Co. (China) Ld.
Kyriazi Freres, Cairo
Wallem & Co.
Melachrino: M. Melachrino & Co., Ins.
Tobacco Products Corporation
Naturalet Schinasi Bros.
Tobacco Products Corporation

CONFECTIONERY
Life Saver Mints
Willits & Patterson

CONVEYING MACHINERY
Brown Portable Elevator Co.
American Trading Co.

CORRESPONDENCE SCHOOLS
International Correspondence Schools
China Agency, 11c Nanking Rd.

CUTLERY
Wm. A. Rogers, Ltd., (Silverware)
Willits & Patterson

DIAMONDS AND JEWELLERY
A. Adler's Diamond Cutting Factory, Antwerp.
The Lazard-Godchaux Co.

DICTATING MACHINES
The Dictaphone Co. of America
Technical Supply Co. 11c Nanking Rd.
Ediphone Dictating Machines
The Office Appliance Co., 22 Nanking Rd.

DISINFECTANTS
American Drug Co.
42 Nanking Road
B. K. Generni Laboratories
American Trading Co.
Lifebuoy Royal Disinfectant Soap.
Lever Bros. (China) Ltd.

DISINFECTORS
merican Sterilizer Co.
American Trading Co.

DRAPERIES, LINENS, ETC.
Catlin & Co., New York
Wm. Simpson Sons & Co., New York
Edward Maurer Co., Inc.

DRUGS & CHEMICALS
Allen & Hanburys, Ltd.
40 Canton Rd.
American Drug Co.
42 Nanking Road
Ralph L. Fuller & Co., New York
China Mutual Trading Co.
H. K. Mulford Co.
Hector Chemical Co.
American Trading Co.
Palatine Aniline & Chemical Corporation
Poughkeepsie, N.Y.
Societe Anonyme de Couleurs D'Aniline and Produits Chemiques, Brussels
The Lazard-Goschaux Co.
National Aniline & Chem. Co., Inc.
The Shanghai Dispensary

DUPLICATING MACHINES
American Multigraph Co.
Technical Supply Co., 11c Nanking Rd.
Edison-Dick Mimeograph
Mustard & Co.
Ideal Stencil Machine Co.
Willits & Patterson
Roneo Duplicator & Copier
Andrews & George, 1 Foochow Rd.
Rotary & Modern Duplicators
The Office Appliance Co., 22 Nanking Rd.

DYES
Ralph L. Fuller & Co., New York
China Mutual Trading Co.
Grasselli-Hayer
Sonn Brothers Co.
Palatine Aniline & Chemical Corporation
Poughkeepsie, N. Y.
Societe Anonyme de Couleurs D'Aniline and Produits Chemiques, Brussels
The Lazard-Godchaux Co.
Society of Chemical Industry in Basle
J. M-rian, 11 Av. Edouard VII.
Sumner Soap Dyes
American Trading Co.
National Aniline & Chem. Co., Inc.
Hd. Office for China, 14 Canton Rd.

EDUCATIONAL
Alexander Hamilton Institute
A. D. Shortt, Astor House

ELECTRICAL DEVICES.
Anyitte Electric Co. (Dimmers)
China Investment & Trading Co.
Gant & Co., Ltd., (Electric Clocks)
Scott, Harding & Co.

ELECTRICAL SUPPLIES
British Insulated & Helsby Cables, Ltd.
Scott Harding & Co.
Duncan Electrical Co.
Edward Maurer Co., Inc.
Sangamo Electric Co.
Weston Electrical Instrument Co.
Ashida Engineering Co., Ltd.
Belden Mfg. Co. (Wires & Cables)
Luminous Unit Co. (Brascolite)
Hart & Hegeman Mfg. Co. (Wiring Devices)
Lux Mfg. Co. (Nitrogen Lamps)
Niagara Searchlight Co. (Flashlights)
China Investment & Trading Co., Inc.
Large Stocks—T. E. M. A.

ELECTRIC LT. & POWER PLTS.
Allis Chalmers Mfg. Co.
American Trading Co.
Marco Light
Edward Maurer Co., Inc.
Siemens Ltd., London.
China Mutual Trading Co.
Unilectric Corp. (Unit Electric Plants)
China Investment & Trading Co., Inc.

ENGINES, BOILERS, STEAM
Allis Chalmers Mfg. Co.
American Trading Co.

ENGINES, GAS & OIL
Nelson Bros. Co.
Edward Maurer Co., Inc.
Wolverine Marine Motors
American Trading Co.
Ruston—T. E. M. A.
Scripps—T. E. M. A.
Brons—T. E. M. A.

EXPANDED METAL
General Fireproofing Co.
Arnhold Brothers & Co., Ltd.
Truscon Steel Co.
American Trading Co.

FILTERS
Slack & Brownlow, Ltd.
Mustard & Co.

FIRE EXTINGUISHERS
Boyd Fire Extinguisher,
Mustard & Co., 22 Museum Rd.
Fyre—Fyter Co.
Dodge & Seymour
Pyrene Mfg. Co.
Mustard & Co.
Hollandia—T. E. M. A.

FLOOR PRESERVATIVES
Truscon Laboratories
American Trading Co.

GLASS
Hires Turner Glass Co.
China Investment & Trading Co., Inc.
Pilkington Bros., Ltd.
Scott Harding & Co
Emile Regnierrs & Co., Charlerol, Belgium.
The Lazard-Godchaux Co.
Large Stocks—T. E. M. A.

GRAMOPHONES
Cortina Languages Outfits
Chung Hwa Book Co., Ltd.
The New Edison Phonograph,
J. A. S. Alves, 1a Jinkee Rd.

HARDWARE
Russel & Irwin Mfg. Co.
China Investment & Trading Co., Inc.
Chicago Spring Butt Co. (Spring Hinges)
United Specialties Mfg. Co. (Auto. Sash Adj.)
Yale & Towne Mfg. Co.
Mustard & Co., 22 Museum Rd.
Edward Maurer Co., Inc.
Large Stocks—T. E. M. A.

HEATING DEVICES
D. Moore & Co.,
American Trading Co.
Southard-Robertson Co. (Stoves),
Mustard & Company.
Theron Stoves & Alcohol Fuel Cubes
Willits & Patterson.

INKS, PRINTING
Geo. H. Morrill Co.,
American Trading Co.

INSTRUMENTS, SCIENTIFIC
Cambridge Scientific Instrument Co.,
Arnhold Bros. & Co., Ltd.

INSURANCE, ACC. & SICK.
Ocean Accident Insurance Co.,
American Trading Co.
Commercial Union, 4 The Bund

INSURANCE, FIRE
Assicurazioni Generali
G. A. Bona, 44 Szechuen Rd.
Employers Liability Assurance Corp., Ltd.,
Arnhold Bros. & Co., Ltd.
Motor Union Insurance Co., Ltd.,
Arnhold Bros. & Co., Ltd,
Queen Insurance Co.,
American Trading Co.
Scottish Union & National Ins. Co.,
Batavia Sea & Fire Ins. Co.,
Norwegian Atlas Ins. Co.,
Rayner, Heusser & Co., Tel. 888.
Commercial Union, 4 The Bund
The Norwegian Lloyd Ins. Co., Ltd.

INSURANCE, LIFE
Commercial Union, 4 The Bund

INSURANCE, MARINE
Assicurazioni Generali,
G. A. Bona, 44 Szechuen Rd,
Batavia Sea & Fire Ins. Co.,
Rayner, Heusser & Co., Tel. 888.
Employers Liability Assurance Corp., Ltd.,
Arnhold Bros. & Co., Ltd.
Phoenix Assurance Co.,
American Trading Co.
Commercial Union, 4 The Bund
The Norwegian Lloyd Ins. Co., Ltd.

INSURANCE, MOTOR CAR.
Commercial Union, 4 The Bund

INSURANCE, MISCELLANEOUS
Commercial Union, 4 The Bund

IRON MERCHANTS
Edward Maurer Co., Inc.

LEATHER
Edward Maurer Co., Inc.

LEATHER SUBSTITUTE
Dupont's Fabrikoid,
Sonn Brothers Co.

LIFTS
Otis Elevator Co.,
American Trading Co.
Smith, Major & Stevens, Ltd.
Scott Harding & Co.

LIGATURES & SUTURES.
American Drug Co.
42 Nanking Road
Davis & Geck,
American Trading Co.

LOCKS
Yale & Towne Mfg. Co.
Mustard & Co., 22 Museum Rd.

MACHINE TOOLS
Edward Maurer Co., Inc.
Large Stocks—T. E. M. A.

MACHINERY, CEREAL MILLING
Allis Chalmers Mfg. Co.,
American Trading Co.
Sprout Waldron & Co.
Arnhold Bros. & Co., Ltd.
Edward Maurer Co.
Large Stocks—T. E. M. A.

MACHINERY, CONCRETE
Large Stocks—T. E. M. A.

MACHINERY, ICE MAKING
York Mfg. Co.,
American Trading Co.
Large Stocks—T. E. M. A.

MACHINERY, MINING
Ingersoll Rand Co.,
American Trading Co.

MACHINERY, PAPER MAKING
Bagley & Sewall,
E. D. Jones & Sons Co.,
American Trading Co.
Edward Maurer Co.

MACHINERY, REFRIGERATING
York Manufacturing Co.,
American Trading Co.
Large Stocks—T. E. M. A.

MACHINERY, RICE
Engelberg Huller Co.,
American Trading Co.

MACHINERY, TEXTILE
Baron & Hogarth, (Heralds & Reed)
J. Whitehead & Co., 9 Av. Edw. VII.
Chas. Cain's Son & Greenwood,
Arnhold Bros. & Co., Ltd.
Gregson & Houk (Cotton, Silk, Wool)
J. Whitehead & Co., 9 Av. Edw. VII.
Geo. Keighley, Ltd.,
Arnhold Bros. & Co., Ltd.
Asa Lees & Co., Ltd.,
Arnhold Bros. & Co., Ltd.
Lupton Bros, Ltd., (Accessories, Cott. Mill)
J. Whitehead & Co., 9 Av. Edw. VII.
J. H. Riley & Co., Ltd. (Bleacher, Dyer, Finisher)
J. Whitehead & Co., 9 Av. Edw. VII.
Edward Maurer Co., Inc.

MACHINERY, TOBACCO
American Machine & Foundry Co.,
Arnhold Bros. & Co., Ltd.
United Cigarette Machine Co.,
American Trading Co.
Edward Maurer Co., Inc.
Large Stocks—T. E. M. A.

MACHINERY, MISCELLANEOUS
Edward Maurer & Co., Inc.
Large Stocks—T. E. M. A.

MACHINERY, WOODWORKING
Edward Maurer Co., Inc.
Large Stocks—T. E. M. A.

MEDICAL SUPPLIES
Allen & Hanburys, Ltd.,
40 Canton Road
American Drug Co.
42 Nanking Road
Chesebrough Mfg. Co.,
Mustard & Co., 22 Museum Rd.
H. K. Mulford Co.,
Davis & Geck,
Gillette Mfg. Co.,
Hector Chemical Co.,
American Trading Co.

MEDICINES
Society of Chemical Industry in Basle
J. Merian, 11 Av. Edward VII
Dr. D. Jayne & Son
Mustard & Co., 22 Museum Rd.

MICROSCOPES
American Drug Co.,
42 Nanking Road
Bausch & Lomb Optical Co.,
Edward Evans & Sons, Ltd.

MILK, TINNED
Bear Brand,
Andrews & George, 1 Foochow Rd.

MOTOR CARS
Humber, Ltd.,
Scott Harding & Co.
Ford Cars & Trucks
Hudson Super-Six
Essex
Dodge & Seymour

MOTOR CAR SUPPLIES
Klaxon Horns,
Andrews & George, 1 Foochow Rd.

MOTORCYCLES & ACCESSORIES
Excelsior Motorcycle Co.,
American Trading Co.

MOTOR TRUCKS
Bethlehem Trucks,
Edward Maurer Co., Inc. (Far Eastern Distributors)
Kissel—T. E. M. A.

MUSICAL INSTRUMENTS
Estey Organ Co.,
Edward Evans & Sons, Ltd,

OFFICE EQUIPMENT
Library Bureau,
Edward Evans & Sons, Ltd,
Shaw-Walker Steel Files,
Dodwell & Co., Ltd., 44a, Kiangse Rd.
Y. & E. Filing Systems
The Office Appliance Co., 22 Nanking Rd.
Macey & Co.,
United States Steel Furniture Co.,
American Trading Co.,
Art Metal Steel Furniture,
Burroughs Adding Machines,
Oliver Typewriters,
Roneo Duplicators & Copiers,
Reliable Safe & Lock Co.,
Victor Safe & Lock Co.,
Rebuilt Typewriters—All Makes,
Boston Pencil Sharpeners,
Venus Pencils,
Caribonum Ribbons & Carbons,
Andrews & George, 1 Foochow Rd.
Remington Typewriters
Remington Ribbons & Carbon Paper,
Steel Equipment Co.,
A. B. Dick Mimeograph Co.,
Dalton Adding Machine Co.,
Chicago Mirror & Art Glass Co.
Mustard & Co., 22 Museum Rd,

OPTICAL GOODS
American Optical Co.,
National Optical Co., 69 Nanking Rd.
Standard Optical Co.,
Technical Supply Co., 11c Nanking Rd.

PAINTS, VARNISHES, ETC.
Acme White Lead & Color Works,
Willits & Patterson
Boston Varn. Co., (Kyanize)
China Invest. & Trading Co., Inc.
Chas. H. Brown Paint Co.
Dodge & Seymour
Certain-teed Products Corporation
Truscow Laboratories,
American Trading Co.
Velvalve—T. E. M. A.

PAPER
Edison-Dick Impression Paper,
Mustard & Co., 22 Museum Rd.
Impression and Manifold Papers
The Office Appliance Co., 22 Nanking Rd.
Maurice O'Meara Co.,
Edward Maurer Co., Inc.
Typewriter & Roneo Paper,
Andrews & George, 1 Foochow Road.
R. Dieden & Co., Ltd.

PENS & PENCILS
Moore's Fountain Pens,
Joseph Dixon Crucible Co.,
American Trading Co.

PERFUMERY
Maison de Parfumerie
40 Nanking Road
Vinolia Co., Ltd., Paris & London
Lever Bros. (China) Ltd,

PHARMACEUTICAL SUPPLIES
American Drug Co.
42 Nanking Rd.
H. K. Mulford Co.,
Davis & Geck,
Hector Chemical Co.,
American Trading Co.

PHOTO SUPPLIES
Rexo Cameras,
Burke & James
American Trading Co.

PIECE GOODS
Catlin & Co., New York.
Wm. Simpson Sons & Co., New York,
Edward Maurer Co., Inc.
Persian Commercial Co.

PRESSBOARD & INSULATING PAPER
Diamond State Fibre Co.
American Trading Co.

PRINTING SUPPLIES
Shanghai Press, Ltd.

PROJECTION LANTERNS
Bausch & Lomb Optical Co.,
Novette, Inc.,
Edward Evans & Sons, Ltd.

PUZZLES
The Chinese S. K. P. Co., Ltd.

PUMPING MACHINERY
W. H. Allen Son & Co., Ltd.
Scott Harding & Co.
Gwynne's Ltd., London.
China Mutual Trading Co.
Large Stocks—T. E. M. A.

RAILWAY MATERIALS
Liberty Steel Products Co.,
New York.
P. S. Errican Shanghai Manager
Astor House Hotel, Shanghai.
Bamapo Iron Works,
American Trading Co.

REFRIGERATORS
White Frost Refrigerator Co.,
American Trading Co.

ROOFING MATERIALS
A. B. C. and Pagoda Roofing,
Arnhold Bros. & Co., Ltd.
Carey Roofing,
China Invest. & Trading Co., Inc.
Weather-Compo } Certain-teed Products Corp.
Scout Roofing }
American Trading Co.

ROPE, STEEL
H.S. Newall & Son
Scott Harding & Co.

SAFES LOCKS & STR. RM. DOORS
Ratner Safe Co., Ltd.
Scott Harding & Co.
Safe-Cabinet Co.
Dodwell & Co., Ltd., 44a, Kiangse Rd.
York Safe & Lock Co.
Dodge & Seymour
Y. & E. Record Safes
The Office Appliance Co., 22 Nanking Rd.
Reliable Safes & Locks
Victor Safe & Locks,
Andrews & George, 1 Foochow Rd.
Herring Hall Marvin Safe Co.
Yale & Towne Mfg. Co.
Mustard & Co., 22 Museum Rd.
Elpe—T. E. M. A.

SANITARY FITTINGS
Trenton Potteries Co.
China Invest. & Trading Co., Inc.

SHIPPING LINES
S.S. "Shawsling" & "Wanli"
Jessien Transport Co.
P. & O. S. N. Co.,
B. I. S. N. Co., Ltd.,
Apcar Line
Eastern & Australia S. S. Co., Ltd.
Mackinnon, Mackenzie & Co.

SKYLIGHTS
David Lupton Sons Co.,
American Trading Co.

SOAP
Lever Bros., Ltd.
Vinolia Co., Ltd., Paris & London
Benjamin Brooke & Co., England
Hodgson & Simpson, Ltd.
E. S. Hudson, Ld., England
Lever Bros. (China) Ltd.

STATIONERY
Crown Ribbon & Carbon Mfg. Co.
Whiting Paper Co. (Fine Stationery)
Chinese American Publishing Co.,

STEEL PRODUCTS
Pacific Coast Steel Co.,
San Francisco, Cal.
Shanghai Branch
United States Steel Products Co.

STEEL, STRUCTURAL
Pacific Coast Steel Co.,
San Francisco, Cal.
Shanghai Branch
Truscon Steel Co.
American Trading Co.
Large Stocks—T. E. M. A.

STEEL WINDOWS & DOORS
J. G. Wilson Corporation
Truscon Steel Co.
American Trading Co.

STERILIZERS
American Sterilizer Co.
American Trading Co.

STOVES-HEATING & COOKING
Southard-Robertson Co.
Mustard & Co.
D. Moore & Co.,
American Trading Co.

SUGAR OF MILK
National Milk Sugar Co.,
American Trading Co.

SURGICAL INSTRUMENTS
American Drug Co.
42 Nanking Road

SURVEYING & DRAFTING INST.
Wm. Ainsworth & Sons Co.
Technical Supply Co., 11c Nanking Rd.

TELEPHONE & TELEGRAPH APPS.
Automatic Telephone Mfg. Co., Ltd.
Scott Harding & Co.
Federal Telephone & Telegraph Co.
China Invest. & Trading Co., Inc.
Relay Automatic Telephone Co., Ltd. London.
China Mutual Trading Co.
Stromberg Carlson Tel. Mfg. Co.
American Trading Co.

TILES
The Mosaic Tile Co.,
American Trading Co.

TOILET REQUISITES
Maison de Parfumerie
40 Nanking Road
Chesebrough Mfg. Co.,
Durham Duplex Razor Co.
Lanman & Kemp (Florida Water)
Mustard & Co., 22 Museum Rd.
Vinolia Co., Ltd., Paris & London
Lever Bros. (China) Ltd.
Gillette Razors & Blades
Ponds Vanishing Cream
Ponds Extract
Ponds Cold Cream
Dodge & Seymour.

TOOLS
Edward Maurer Co., Inc.
Large Stocks—T. E. M. A.

TRUCKS, ELEVATING
The Barrett Cravens Co. (Unit Truck),
Mustard & Co., 22 Museum Rd.

TYPEWRITERS
Corona Typewriters
Dodge & Seymour
Remington Typewriters,
Mustard & Co.
Underwood Typewriter Co.
Dodwell & Co., Ltd., 44a, Kiangse Rd
Oliver Typewriters
Rebuilt Typewriters—All Makes
Andrews & George, 1 Foochow Rd.
Fox Baby Portable
National Portable
Rebuilt Typewriters-All Makes
The Office Appliance Co., 22 Nanking Rd.

TYRES
Miller Tires
Dodge & Seymour
Racine Tire Co.
Edward Maurer Co., Inc.

"VASELINE" PREPARATIONS
Chesebrough Mfg. Co.,
Mustard & Co., 22 Museum Rd.

VENTILATING EQUIPMENT
Blackman Export Co.
Arnhold Bros. & Co., Ltd.
B. F. Sturtevant Co.,
American Trading Co.

WATCHES & CLOCKS
"Westclox" "Big Ben" etc.
Mustard & Co.
Wm. L. Gilbert Clock Co.,
Edward Maurer Co., Inc.
Illinois Watch Co.
Ashida Engineering Co., Ltd.,
Waltham Watch Co.
American Trading Co.

WATERPROOFING PASTE
Truscon Laboratories
American Trading Co.

WATER SUPPLY APPARATUS
Jewell Export Pump Co.
American Trading Co.
Fairbanks, Morse & Co. (Gas Engines)
China Invest. & Trading Co., Inc.

WESTINGHOUSE MACHINERY, CHASES
Large Stocks—T. E. M. A.
Edward Maurer Co., Inc.
Mustard & Co.
Mustard & Co.
Mustard & Co.
Large Stocks—T. E. M. A.

N.B. Names of local agents and branches are shown in italics, the agencies they hold in bold type.

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HARBORD REPORT ASKS EXPULSION OF THE MOSLEMS

Possible Basis Of President's Attitude Seen In Document Given To Senate

ARMENIAN ISSUE ARGUED

Would Cost $276,000,000 And Call For The Use Of 59,000 Troops

Washington, April 3.—A possible reason for President Wilson's urging the expulsion of the Turk from Constantinople was revealed today when he sent to the Senate the report made to him last Autumn by the Mission to Armenia, headed by Major General James G. Harbord. That mission was sent to gather information which was to serve as the basis upon which this Government might formulate its policy with respect to a mandate for Armenia.

The President appeared to have accepted at least one conclusion of the report, which was that Constantinople and the Hinterland of Anatolia must be taken from the Turk and given to the power accepting a mandate over Armenia, if that mandate was to be successfully administered. In his recent note to the allied governments on Turkey, the President called for expulsion of the Turks from Constantinople.

STUDIED CONDITIONS

How far the report influenced the reported refusal of the United States to accept the Armenian mandate is not known. That refusal, while never officially announced here, has been announced in foreign capitals, and is accepted as having been made.

The report, based upon six weeks' travel and study of conditions in Armenia, Turkey, Anatolia, Roumelia, Trans-Caucasia and Georgia, made no recommendations as to the acceptance or refusal of a mandate by the United States. General Harbord stated that his instructions did not require such recommendations, and that he therefore confined himself to setting out information gathered and conclusions drawn therefrom as to the time required to restore order and set up a stable regime in Armenia, as well as the cost in men and money of such an undertaking.

WOULD COST HUGE SUM

The report was definte to the point of emphasis, however, in recommending that the United States make its own conditions before even considering acceptance of a mandate, and require binding guarantees from England, France, Russia and Germany that those conditions would be respected.

General Harbord said that because of rapidly changing conditions all estimates were approximate. He said that at least five years would be required to put the country in order, and that if the United States undertook the work it probably would notbeable to withdraw for a generation. In money it would cost, in the initial five-year period $750,000,000, he said, and a military force of from 25,000 to 200,000 men would be required. This force, General Harbord personally placed at 59,000 under existing conditions, for the continuance of which he said no one could give guarantees. Because of this the force might have to be larger.

The report was referred to the Foreign Relations Committee. It consisted of thirteen bound volumes, one devoted to General Harbord's report and the others to findings of experts who accompanied him on the six weeks' trip.

ARMENIAN MANDATE

Taking up the question of an American mandate for Armenia, the report said:

"We would again point out that if America accepts a mandate for the region visited, it will undoubtedly do so from a strong sense of international duty and at the unanimous desire so expressed at least, of its colleagues of the League of Nations. Accepting this difficult task and without first securing the assurance of conditions would be fatal to success. The United States should make its own conditions as a preliminary to consideration of the subject—certainly before and not after acceptance, as there are a multitude of interests that could conflict with what any American would consider the proper administration of the country.

"Every possible precaution against international complications should be taken in advance. In our opinion there should be specific pledges in terms of formal agreements with France, and England, and definite approval from Germany and Russia of the dispositions made of Turkey and Trans-Caucasia and a pledge to respect them.

"Of particular importance are the following:

"Absolute control of the foreign relations of the Turkish Empire, no Ambassador, envoy Minister or diplomatic agent to be accredited to Turkey and the latter to send none abroad.

"Concessions involving exclusive privileges to be subject to review if shown contrary to the best interests of the State.

"Concessions undesirable from the standpoint of a mandatory upon which work has not been started, to be canceled. Compensation to be allowed to holders when necessary.

"The system by which specified revenues are assigned for particular purposes to be discarded; all revenues to be controlled by the Treasury, and all creditors to look to the Treasury as the source of payment.

"Foreign control of Turkish financial machinery to cease—meaning the dissolution of the Council of Administration of the Ottoman Public Debt, reserving the right to retain some individual members of the council as advisers because of their familiarity with Ottoman finances.

"All foreign obligations of the Empire to be unified and refunded.

"Those countries receiving territory of the Turkish Empire, that is, Syria and Mesopotamia, to assume their reasonable share of the paper currency, of the foreign obligations, and of obligations for possible reparations payments.

"Abrogation, on due notice, of existing commercial treaties with Turkey.

"All foreign Governments and troops to vacate territorial limits of mandate at dates to be fixed by the mandatory power.

"Consent to many of these measures would not easily be obtained. Many nations now have some sort of financial control within the Ottoman Empire and would not see it taken away without protest.

"It needs no argument, however, to show that the United States could not submit to having her financial policies controlled from foreign capitals. The refunding of the debt, possibly with a reduction of the capital amounts, would raise a storm of protest, but it should be insisted upon. Otherwise American administration would be embarrassed and run the risk of being discredited.

REASONS FOR AND AGAINST MANDATE

"The mission has not felt that it is expected to submit a recommendation as to the United States accepting a mandate in the Near East. It, therefore, simply submits the following summary of reasons for and against such action, based on information obtainable during six weeks' constant contact with the people of the region:

REASONS FOR

"1. As one of the chief contributors to the formation of a League of Nations the United States is morally bound to accept the obligation and responsibilities of a mandatary.

"2. The insurance of world peace at the world's crossways, the focus of war infection since the the beginning of history. Better millions for a mandate than billions for future wars.

"3. The Near East presents the greatest humanitarian opportunity of the age, a duty for which the United States is better fitted than any other, as witness Cuba, Porto Rico, the Philippines, Hawaii, Panama and our altruistic policy of developing peoples rather than material resources alone.

"4. America is practically the unanimous choice and fervent hope of all the peoples involved.

"5. America is already spending millions to save starving people in Turkey and Trans-Caucasia, and could do this with muchmore efficiency if in control. Whoever becomes mandatary for these regions we shall still be expected to finance their relief and will probably eventually furnish the capital for material development.

"6. America is the only hope of the Armenians. They consider but one other nation, Great Britain, which they fear would sacrifice their interests to Moslem public opinion as long as she controls hundreds of millions of that faith. Others fear Britain's imperialistic policy and habit of staying where she hoists her flag. For a mandatary, America is not only the first choice of all the people of the Near East, but of each of the great powers after itself. American power is adequate; its record clean, its motives above suspicion.

"7. The mandatory would be self-supporting after an initial period of not to exceed five years. Building railroads would offer opportunities to our capital. There would be great trade advantages not only in the mandatory region but in the proximity to Russia, Rumania, &c. America would clean this hotbed of disease and filth as in Cuba and Panama.

"8. Intervention would be a liberal education for our people in world politics, give outlet to a vast amount of spirit and

(Continued on Page 22)

Central Garage Co. Has Aviation Program

The above aeroplane illustrates the type which is being brought out to this country by the Central Garage Co. The Avro, as will be remembered, was the most famous instructional machine of the war, being used by the British and other allies. The above is a machine adapted for war, but the new peace machine will embody most of its features.

Photograph of the R. A. F. Squadron commanded by Major F. H. Bishop, V. C., D. S. O. and bar, M. C. and bar, D. F. C., with the famous airman inset.

Included in the group is Mr. J. Dymond, the ex-R. A. F. pilot-instructor, who is directing the aviation program of the Central Garage. Mr. Dymond is the second from the left in the picture.

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Shanghai Horse Bazaar & Motor Co., Ltd.
STYLISH and COMFORTABLE HIRE CARS
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Harbord Report Asks Expulsion Of Moslems

(Continued from Page 21)

energy, and would furnish a shining example.

"9. It would stop further massacres of Armenians and other Christians, give justice to Turks, Kurds, Greeks and other peoples.

"10. It would increase the strength and prestige of the United States abroad and inspire interest at home in the regeneration of the Far East.

"11. America has strong sentimental interests in the region of our missions and colleges.

"12. If the United States does not take responsibility in this region it is likely that international jealousies will result in a continuance of the unspeakable misrule of the Turk.

"13. And the Lord said unto Cain, 'Where is Abel, thy brother?' And he said, 'I know not; am I my brother's keeper?'

REASONS AGAINST

"1. The United States has prior and nearer foreign obligations and ample responsibilities with domestic problems growing out of the war.

"2. This region has been a battleground of militarism and imperialism for centuries. There is every likelihood that ambitious nations will still maneuver for its control. It would weaken our position relative to the Monroe Doctrine and probably eventually involve us with a reconstituted Russia. The taking of a mandate in this region would bring the United States into the politics of the Old World contrary to our traditional policy of keeping free of affairs in the Eastern Hemisphere.

"3. Humanitarianism should begin at home. There are a sufficient number of difficult situations which call for our action within the well-recognised spheres of American influence.

"4. The United States has in no way contributed to and is not responsible for the conditions, political, social or economic that previl in this region. It will be entirely consistent to decline the invitation.

"5. American philanthropy and charity are worldwide. Such a policy would commit us to a policy of meddling or draw upon our philanthropy to the point of exhaustion.

"6. Other powers, particularly Great Britain and Russia, have shown continued interest in the welfare of Armenia. Great Britain is fitted by experience and Government, has great resources in money and trained personnel, and though she might not be as sympathetic to Armenian aspirations, her rule would guarantee security and justice. The United States is not capable of sustaining a continuity of foreign policy. One Congress cannot bind another. Even treaties can be nullified by cutting off appropriations! Non-partisanship is difficult to obtain in our Government.

"7. Our country would be put to great expense, involving probably an increase of the army and navy. Large numbers of Americans would serve in a country of loathsome and dangerous diseases. It is questionable if railroads could for many years pay interest on investments in their very difficult construction. Capital for railroads would not go there except on Government guarantees. The effort and money spent would get us more trade in nearer lands than we can hope for in Russia and Rumania. Proximity and competition would increase the possibility of our becoming involved in conflict with the policies and ambitions of states which, now our friends, would be made our rivals.

"8. Our spirit and energy can find scope in domestic enterprises or in lands south and west of ours. Intervention in the Near East would rob us of the strategic advantage of the Atlantic which rolls between us and probable foes. Our reputation for fair dealing might be impaired.

"9. Peace and justice would be equally assured under any other of the great powers.

"10. It would weaken and dissipate our strength, which should be reserved for future responsibilities on the American continent and in the Far East. Our line of communication to Constantinople would be at the mercy of other naval powers and especially of Great Britain, with Gibraltar and Malta, &c., on the route.

"11. These institutions have been respected even by the Turks throughout the war and the massacres, and sympathy and respect would be shown by any other mandatory.

"12. The Peace Conference has definitely informed the Turkish Government that it may expect to go under a mandate. It is not conceivable that the League of Nations would permit further uncontrolled rule by that thoroughly discredited Government.

"13. The first duty of America is to its own people and its nearer neighbors. Our country would be involved in this adventure for at least a generation, and in counting the cost Congress must be prepared to advance such sums, less such amounts as the Turkish and Trans-Caucasian revenues could afford, for the first five years, as follows: First year $275,000,000; second year, $174,000,000; third year, $123,750,000; fourth year, $96,750,000; fifth year, $85,750,000. Grand total, $756,014,000."

MILITARY PROBLEMS

The report, referring to the military problem involved in an American mandate for Armenia, said that a force of troops would be required to co-operate with the native constabulary. The expeditionary force required would include marines or infantry, with artillery, an air force and a regiment of railway engineers, together with an extra proportion of sanitary troops.

"Estimates of the number of mandatory troops vary greatly from 23,000 to 200,000," said the report. "Conditions change so rapidly that plans made today for use of troops might be obsolete in six months. Uncertainty as to the time the mandate will be tendered and accepted makes estimates merely approximate. Under conditions as they exist today the undersigned believes that a force of two American divisions with several hundred extra officers, or a total force of 59,000 would be ample.

"Such force should be specially organised; one airplane squadron; a minimum of artillery, not to exceed one regiment of 75's motorised, a minimum of the special services; four times the usual number of sanitary troops, four regiments of cavalry with minor changes in organisation, at the discretion of the senior general officer on duty with the mandatory government. This force could be substantially reduced at the end of two years and by 50 percent at the end of the third year. After that some further reductions could be slowly effected, but the irreducible minimum would be reported at about the strength of one division.

"The annual cost for the force of the army above stated would be, at the maximum, for the first year $88,500,000, at the end of two years perhaps $59,000,000, at the end of three years $44,250,000. With, therefore, a continuing appropriation of that sum less such amount as local revenues could afford, probably a very substantial fraction of the cost. To offset our expenditures there would be available at least a part of the naval and military budget hitherto used for the support of the disbanded armies in the region. In Turkey, before the war, this totalled about $61,000,000 annually for the army, including $5,000,000 for the navy.

"The naval establishment should consist of a station ship for the Capital and probably one each for Smyrna, Messina, Batum and Baku to meet local needs in quick transportation of troops. A troopship of light draft, capable of carrying a complete regiment should be permanently on station at the Capital. Four to six destroyers would be needed for communication and moral effect. Collier, repair and hospital service afloat should be in support. Old ships of obsolete type would probably answer for all except the station ship at the capital and the destroyers. Some ships of the Turkish navy of which there are over thirty, could doubtless be used with American crews, soon to be replaced by natives. The naval establishment might not entail any additional Federal appropriations. Ships and personnel could probably be drawn from existing establishments: the only additional expense would probably be the difference in cost of maintenance in Near Eastern and home waters."

The mandatory power must have Contantinople, the report stated:

"A power which should undertake a mandatary for Armenia and Trans-Caucasia without control of the contiguous tirritory of Asia Minor, Anatolia and of Constantinople, with its hinterland of Roumelia, would undertake it under most unfavorable and trying conditions, so difficult as to make the cost almost prohibitive, the maintenance of law and order and the security of life and property uncertain, and ultimate success extremely doubtful. With the Turkish Empire still freely controlling Constantinople such a power would be practically emasculated as far as real power is concerned."

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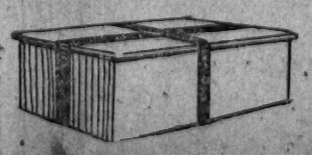

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United States Court For China

United States vs. Sin Wan Pao Co. Cause No. 993. Filed May 15, 1920.

SYLLABUS

1. Crimes: Corporations. While it seems to have been originally doubtful whether a private corporation was subject to criminal liability the later development of the law has removed such doubt.

2. Evolution of the doctrine traced.

3. Penalty. Since a corporation cannot be imprisoned and is subject only to a fine the latter, where both are prescribed, should be a substantial one.

4. The special duty of corporations enjoying the extraterritorial privilege, to avoid all violations of law, commented on.

5. The maxim ignorantia legis haud excusat applied.

Chauncey P. Holcomb, Esq., U. S. District Attorney, for prosecution.

Fleming, Davies and Bryan, by Mr. Fleming, for defense.

LOBINGIER, J.:

The defendant is a corporation organised under the laws of Delaware and registered at the American Consulate General in Shanghai, where it maintains and publishes, in the Chinese language, a daily newspaper of large circulation. The information before us charges it with having "published a notice stating where certain obscene, lewd and indecent books may be obtained," and the District Attorney asks for a conviction under the statute penalising

"whomever sells, or offers to sell, or give away . . . any obscene, lewd or indecent book, pamphlet, drawing, engraving, picture, photograph, instrument, or article of indecent or immoral use, or advertises the same for sale."

The language further set out in the information fully sustains the averment for the titles of these books, as translated in the information, are unfit to be reproduced here. The defendant, by its duly authorised attorney, enters a plea of guilty but at the same time explains that the advertisement of the books was accepted for publication and inserted in the paper by a Chinese employe without the knowledge of the directors, who are, it is but fair to state, gentlemen of excellent reputation.

But, notwithstanding the plea of guilty, we must, before imposing sentence, determine whether the offense is one which the corporation, as such, could commit or whether the individuals composing it are alone subject to prosecution. For the capacity of a corporation to commit crime is not the same as that of a natural person. Indeed there was a time in the history of our law when it was at least doubtful whether such a prosecution as this would lie at all and its evolution from that stage forms an instructive chapter in legal development. It is little more than two centuries now since Lord Holt uttered, as reported, his famous dictum that "a corporation is not indictable but the particular members of it are." So Blackstone writing two generations later, declares that

"a corporation cannot commit treason, or felony or other crime in its corporate capacity."

It was, indeed, recognised early that quasi corporations like towns and counties, were subject to prosecution for neglect of duties imposed by law. But so late as 1823 the highest court of Virginia, considering an information charging a Turnpike Company,

"in their corporate character, with a nuisance in obstructing a common public highway and road, by digging it up, and placing therein large quantities of stone and dirt, whereby the citizens of the Commonwealth were hindered from passing and traveling on the same, to their great damage and common was nuisance."

was

"unanimously of opinion, that a corporation, such as the President, Directors and Company of the Swift Run Gap Turnpike Company, cannot be impleaded by its artificial name for the criminal offense stated in the information."

In 1841 the Supreme Court of Maine sustained exceptions to the conviction of a corporate defendant for maintaining a nuisance, saying

"We have been referred to no precedent where an indictment has been sustained against a corporation, upon such a charge; and in our opinion, the individuals concerned and not the corporation, must be held criminally answerable for what has been done."

And so late as 1864 the Supreme Court of Indiana upheld the dismissal of a prosecution against a railway company for obstructing a highway. Meanwhile, however, it was held in England that a private railway corporation was indictable for an act of nonfeasance in disregarding a statute and shortly afterward an indictment of such a corporation for obstructing a highway, was upheld. These English cases have been generally followed in the United States.

There was once a tendency to exclude crimes which "involve a criminal or immoral intent." But the latest decisions have passed beyond that limit. Thus a private corporation has been held subject to prosecution for criminal libel, for keeping a disorderly house, permitting gambling, violating the liquor laws, and depositing obscene matter in the mails.

In all of these acts (which are but a few of those included) there would seem to have been as much or more exercise of criminal intent as is required in order to commit the offense here charged and we see no escape for defendant in that direction.

The remaining question involves the penalty. The statute prescribes a maximum term of imprisonment for one year or a fine of $500.00, with a minimum of $50.00. Were defendant a natural person some imprisonment would seem to be necessary. For the published matter, while not extensive, is demoralising in the extreme and whoever is actually responsible for it made use of the protection afforded him by American registry. It will not do to permit that to become a means of evading adequate punishment. The number of American corporations in China has greatly increased of late, nearly forty having been organised under the Act of Congress of March 2, 1903. If all, or even a part, of these were to escape the proper consequences of the violation of law on the ground that the same were actually committed by Chinese employees the result would be serious indeed. If the increase of American corporations in China is to continue and is to receive official encouragement it is only upon the condition that they conform to our best national standards.

And especially in a manner like this where the morals of the Chinese public are so gravely affected the standards can be none too high and the care exercised none too sedulous.

Nor is it a legal excuse that the directors of the defendant corporation did not personally know of the objectionable publication. In legal contemplation they were bound to know for the maxim *Ignorantia legis haud excusat* applies with peculiar force to cases of this character. As was said by Federal Judge Hough in a somewhat similiar case:

"To fasten this species of knowledge upon a corporation requires no other or different kind of legal inference than has long been used to justify punitive damages in cases of tort against an incorporated defendant. If a corporation can corporately know that an engineer is an habitual drunkard, it can even more surely know the ordinary contents of a newspaper the publication of which is its sole reason for existence.

The defendant cannot be imprisoned and the more serious portion of the penalty is therefore excluded from consideration. In view of this we agree with the District Attorney that the fine should be a substantial one and we fix it at $250.00 U.S. Currency which sum, together with the costs of this prosecution, defendant is accordingly sentenced to pay.

By the Court
Charles S. Lobingier,
Judge.

General Mo Gets Aid From Kwangsi

(*Reuter's Pacific Service*)

Canton, May 14.—Kwangsi is lending troops to General Mo Yung-hsien, Military Governor of Kwantung, to assist him to retain his position at Canton, and several thousand troops are expected from Wuchow shortly.

The Military Government are not likely to submit to the Provincial Assembly the name of Yang Wing-tai for the civil governorship of Kwantung, for fear of exciting opposition. Yang Wing-tai expects to assume office on May 20.

ADVOCATE CLEARING HOUSE TO EXCHANGE VIEWS OF EMPIRE

(*Reuter's Pacific Service*)

London, May 12.—Speaking today at the Empire Parliamentary Associations luncheon to the Australian Minister Mr. W. A. Watt (Commonwealth Treasurer) who has arrived in England in connection with the Internation Financial Conference. Lord Milner, Secretary of State for the Colonies, referred to the question of the establishment of an Imperial clearing house for the exchange of information and views between the various parts of the Empire.

Such a center, Lord Milner said, would be a very effective machine for connecting all parts of the Empire and thus avoiding separate, inconsistent policies. In other words was it not possible, he asked, for every Dominions Cabinet to arrange to have one of its members always in Great Britain available for discussion with their other Dominions colleagues and with British Ministers about matters of common concern?

Hongkong Governor Will Enquire Into University Finance

(*Reuter's Pacific Service*)

Hongkong, May 15.—The Governor has appointed a Commission to enquire into the position and working of Hongkong University.

St. John's Notes

The Right Rev. F. L. Norris, Bishop of Peking, was the preacher at the evening prayer in the St. John's Pro-Cathedral on Sunday, May 9. Bishop Norris is staying at the St. John's University for a few days preparatory to going to England.

In response to the decision of the faculties, the St. John's students, who were out in connection with the last students' strike, returned to their respective classes on Monday, May 10. With the expection of a few, regular attendances in all classes were reported. Those who returned after the date are not allowed credits in study, unless a sufficient explanation is given.

On account of the loss in class work, arrangments were made at the meeting of the college and middle school faculties for the students to make up their loss hours by omitting the Ascension Day holiday. The special service was held in the morning instead of in the forenoon. The Dragon Boat Festival will also be cancelled.

As a further measure for the students to make up the loss, the date for the final examinations will be postponed.

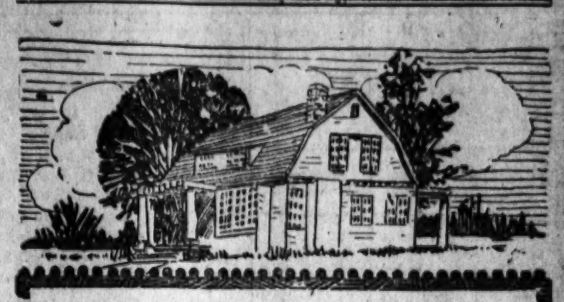
Owing to the pressure of time before the summer holidays, the University Athletic Association has decided to call of the track and field meets of the year. The baseball season is however under way and regular practice games are being played daily.

With the advent of warm weather, the St. John's swimming pool is ready for use. Students are allowed to swim within assigned hours. A set of special rules governing the proper use of the pool has been drawn by the Physical Directorate.

SELL OLD BUILDINGS

(*Reuter's Pacific Service*)

Hongkong, May 15.—The Government have notified their intention of putting up for auction on November 1 the old post office and Supreme Court buildings, the upset price being $50 per square foot.



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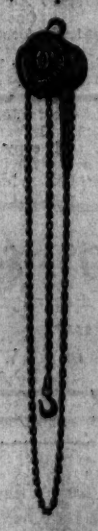

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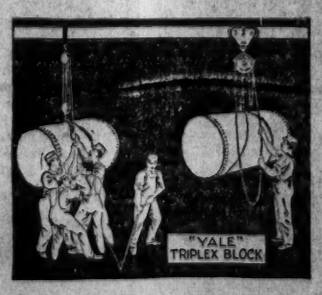

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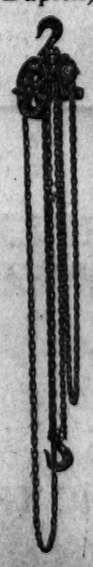

Sizes from ½ ton to 5 tons in stock.
For prices and particulars, apply to

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(*Import Department*)
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SOLE AGENTS IN NORTH CHINA

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock	Closing Quotations
Banks	
H. K. and S. B. ...	$560 B.
Chartered	£80
Russo-Asiatic	Rs. 250
Marine Insurances	
Canton	Tls. 445
North China	Tls. 160
Union of Canton .	Hk. 180
Yangtsze	$265
Far Eastern Ins. Co., Ltd.	Tls. 20
Fire Insurances.	
China Fire	$138
Hongkong Fire ..	$300 B.
Shipping	
Indo-China Def. ..	$210 B.
Indo-China Pref. .	$20
"Shell"	210/– B.
Shanghai Tug ord.	Tls. 59½
Shanghai Tug pref	Tls. 84½ B.
Mining	
Kaiping	Tls. 19
Oriental Cons. ...	17/–
Raub	$1
Docks	
Hongkong Dock ..	Tls. 152 B.
Shanghai Dock ...	Tls. 133½
New Eng. Works .	Tls. 26 B.
Wharves	
Shanghai Wharf ..	Tls. 140
Hongkong Wharf	Tls. 86 S.
Lands and Hotels	
Anglo-French Land	Tls. 67 B.
China Land	Tls. 50
Shanghai Land ...	Tls. 61 B.
Weihaiwei Land .	Tls. 8
S'hai Hotels Ltd.,	Tls. 30 B.
China Realty (ord.)	Tls. 68
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 700
E-wo Pref	Tls. 77½ B.
Laou-kung-mow ..	Tls. 400
Oriental	Tls. 305
Shanghai Cotton .	Tls. 400
Kungyik	Tls. 70
Yangtszepoo	Tls. 45
Yangtszepoo Pref. .	Tls. 75
Industrials	
Sutler Tiles	Tls. 25
China Sugar	Tls. 227 B.
Green Island	Tls. 6.90 B.
Langkats	Tls. 17½
Major Bros	Tls. 5
S'hai Sumatra	Tls. 75 B.
Stores	
Hall & Holtz	Tls. 123¼
Lewellyn	$39
Lane, Crawford ...	Tls. 87½ B.
Moutrie	$32
Watson	Tls. 6.10 S.
Weeks	Tls. 11
Rubbers (Local)	
Alma	Tls. 6½
Amherst	Tls. 0.50
Anglo-Java	Tls. 8 B.
Anglo-Dutch	Tls. 3½ B.
Ayer Tawah	Tls. 20 B.
Batu Anam 1918 .	Tls. 0.60 B.
Bukit Toh Alang .	Tls. 1.80
Bute	Tls. 0.65
Chemor United ..	Tls. 0.90
Chempedak	Tls. 5
Cheng	Tls. 1½
Consolidated	Tls. 2 B.
Dominion	Tls. 6
Gula Kalumpong .	Tls. 5 B.
Java Consolidated.	Tls. 12½
Kamunting	Tls. 4 B.
Kapala	Tls. 0.60
Kapayang	Tls. 9½ B.
Karan	Tls. 8.10
Kota Bahroe	Tls. 4 S.
Kroewoek Java ...	Tls. 11 B.
Padang	Tls. 7
Pengkalan Durian .	Tls. 2½ B.
Permata	Tls. 1 B.
Repah	Tls. 0.55
Samagaga	Tls. 0.50 B.
Seekee	Tls. 1¾ B.
Semamba	Tls. 0.75
Senawang	Tls. 5¾
Shanghai Klebang .	Tls. 0.50 B.
Shanghai Malay ..	Tls. 3 B.
S'hai Malay pref. .	Tls. 10
Shanghai Pahang .	Tls. 1 B.
Sungala	Tls. 6½
Sungei Duri	Tls. 3
Sua Manggis	Tls. 0.50
S'hai Kalantan ...	Tls. 0.60
S'hai Seremban ...	Tls. 1.10
Taiping	Tls. 0.65
Tanah Merah	Tls. 14½
Tebong	Tls. 2½
Tiobri	Tls. 4½ B.
Ziangbe	
Miscellaneous	
C. I & E. Lumber\	Tls. 325
Culty Dairy	Tls. 12
Shanghai Trams ..	Tls. 69
Shanghai Gas	Tls. 14 B.
Horse Bazaar	Tls. 34
Shanghai Mercury .	Tls 25
S'hai Telephone ..	Tls. 74
S'hai Waterworks .	Tls. 102 B.

S. Sellers. Sa, Sales. B. Buyers.

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 295

Silk Market

Messrs. William Little and Co. write as follows in their report dated May 14:

White Silk.—Very quiet, one or two small Settlements in New Season Silk as below.

Tsatlee Filature.—Crown 1, 2, and Gold Winding Mill 1, 2. Tls. 870 av.

Green Kashings. — Mandarin Duck M.M.M. MMM. Tls. 682½ av.

Tsatlees.—Mountain 4, 5, Tls. 675, 655.

Yellow Silks.—Mienyang 1, 2, 3, 4, S. C. Tls. 520, 500, 480, 465. Mienchew Tls. 430. Kopun Tls. 400. Sychong Tls. 330. Settlements about 350 bales.

Exchange and Bullion

Shanghai, May 15, 1920.

Money and Bullion

Sovereigns: buying rate,
@ 5/8 = Tls —
@ exch. 73.6 = Mex. $ —

Gold Dollars: Bank buying rate,
@ 108¾ = Tls. 0.92
@ 73.6 = Mex. $1.25

Mex. Dollars; Market Rate: 73.35
73.35

Shanghai Gold Bars: 978 touch
Tls. 216

Bar Silver 998 touch ... Tls. 111

Copper Cash ... per tael 188.000

Native Interest ..... Tls. 10

Latest London Quotations

Bar Silver ..... 58⅛ d.
Bank Rate of Discount: ..... 7 %
Ex., Paris on London .. Fr. 58.29
Ex.., New York on London T.T.
G.$3.81¾

Exchange Opening Quotations

London ..... T.T. 5/8
London ..... Demand 5/8¼
India ..... T.T. 266½
Paris ..... T.T. 1648
Paris ..... Demand 1795
New York ..... T.T. 108½
New York ..... Demand 108¾
Hongkong ..... T.T. 71½
Japan ..... T.T. 47
Batavia ..... T.T. 286
Singapore ..... T.T. 40¾

All Nominal

Bank's Buying Rates

London ..... Demand 5/10½
London ..... 4 m/s. Cdts. 6/0½
London ..... 4 m/s. Docy. 6/0¾
London ..... 6 m/s. Cdts. 6/1¾
London ..... 6 m/s. Docy. 6/2
Paris ..... 4 m/s. 1795
New York ..... o/d. Docy, 112½
New York .. 4 m/s. Docy. 119¼

Tourists' Exchange

@ Bank's Closing Demand Buying Rates

£10 @ exch. 5/10½ =
Sh. Tls. 34.04

G.$50 @ exch. 112½ =
Sh. Tls. 44.44

Fr. 250 @ exch. 1725 =
Sh. Tls. 14.49

1 Shanghai Tael = Mex. $1.35 at Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 4,000 ..... = Tls. 100
„ 100 ..... = Mex. $3.48

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 15,500 ..... = Tls. 100
„ 100 ..... = Mex. $0.87

Norminal

Exchange Shop Rates

Buying: 100 Old Roubles $1.40
„ 100 New „ $ .75
Selling: 100 Old „ $1.50
„ 100 New „ $ .85

CUSTOMS HOUSE EXCHANGE RATES FOR MAY .....

Hk. Tls. 2.86	@	6/3¼	£1
„ 1	@	2033	Fr. 22.65
„ 0.75	@	120¼	Gold $1
„ 1	@	41¼	Yen. 2.70
„ 1	@	273½	Rs. 3.05
„ 1	@	1.50	Mex. $1.50
„ 1	@	—	Roubles —

Stock Exchange Transactions

Shanghai, May 15, 1920.

OFFICIAL
Shanghai Hkees Tls. 30.00
Shanghai Pahang Tls. 1.00
Chemors Tls. 0.85

UNOFFICIAL
Telephones Tls. 74.00

Hongkong Yarn Mart

(Reuter's Pacific Service)

Hongkong, May 15.—Messrs. Polishwalla and Kotwall's cotton yarn report issued yesterday says:

"Since our last report our yarn market has been adversely affected and has remained very dull during the whole interval. One of the main factors which have brought about this depression is the recent financial crisis in Japan. Locally Japanese firms are pressing for sales of twelves and twenties in yarn of Shanghai and also Japanese mills at greatly reduced rates, Chinese dealers are viewing this abnormal change with grave apprehension and are trying hard to get rid of their holdings at enormous reductions. Not one day passed without our hearing of a fresh fall in rates.

There is nothing fresh to report in first hand business and what transpires is merely the turnover of forced sales effected by some Japanese houses.

At the close the market continues drooping and devoid of any interest.

Sales 1,000 bales. Unsold 5,300 bales. Bargains 13,000 bales. Arrivals from Bombay 7,000 bales."

Reveries Of A Retired Rounder

By A. Mugg (Retired) Per Damon Runyon

Years ago I shove around a bit with a guy by the name of Nosey Snyder, and this Nosey Snyder is one of the handiest guys about card playing that you will find in many a day. He is especially handy about draw power, and he plays all the time with the lads in the back rooms of the cigar stores, and saloons, and barber shops back in my old home town.

They always play table stakes in those days, which means that a guy is playing all the dough that is in front of him, and which is a very tough game in many respects, especially if a guy is sitting with nothing but the old week's wages in hand. But, of course, in those days there are many very cagey guys in my old home town who are always going south with a piece of any dough they win when they think nobody is looking, which is a way of saying they sink it in their pockets, so there is never so very much dough in front of them, at that.

But a poker game in my old home town in those days is no place for a sap. They are honest games, but the guys who play in them are guys who have nothing whatever to do that evening, or any evening, in fact, except to sit and wait until they find something in their dukes, and of course a sap is generally anxious to get somewhere else sooner or later, so he often gets the idea that a set of threes is a good hand.

The softest things about the poker players in my old home town in those days are the steel springs in their shoes. They are very hard guys in a poker game, and the hardest of them all is this Nosey Snyder. He is the best poker player I ever see in my whole life, and I see many a wonderful poker player, at that. He has judgment, and skill, and furthermore he is as game as a pebble. So this Nosey Snyder makes a very great success of poker playing, and is the envy of one and all, as he never has to work for a living, and is no burden whatever on his mother, who own a very fine farm near town.

Everybody figures that Nosey will wind up rich from his poker playing, but a few years after I leave my old home town I run into him on Broadway, and he is one of the down-and-outest guys I ever see. He tells me finally he loses everything he has playing poker, and here is just a bum, without a white quarter to his name. I ask him why he does not stay with his mother on his farm, and try to make a living out of farming, and then it comes out that he loses his mother's farm, too.

So I get to thinking, and thinks I to myself, if the best poker player I ever see loses his mother's farm playing poker, what chance is there for a guy like me at the game? So I never play any poker whatever, except maybe a little stud, where you can always see what the other guy has in his duke, outside of one card.

Anyway, draw poker has very little call nowadays, although it is once a very popular game far and wide, and is a wonderful game for cheating suckers out of their dough. In fact, it is once one of the principal games used by card slickers for cheating suckers, but nowadays bridge is considered more genteel, and surer. Anyway, nowadays, the lads do not consider it necessary to cheat suckers, and especially high class suckers, as it is much less bother to just naturally outplay them.

Of course if it is a crap game which is going, a pair of reliable hots and colds will do no harm, hots and colds being a way of saying dice which are right or wrong, as the case may be. Right dice are dice that win when the right party is handling them, and wrong dice are dice that lose when the right party is handling them, but of course both right and wrong dice are wrong for the sucker.

However, it is considered very illegal and very foolish to cheat suckers with either dice or cards, unless they will not give up their dough any other way, although it is well known to one and all that crap shooters do not mind being cheated as long as they can shoot craps. In fact, a crap shooter will rather shoot craps and lose than not shoot craps at all. You can sometimes cure a card player for awhile by taking his dough, but no one with any sense will ever try to do anything about a crap shooter.

When I am a young squirt back in my old home town out West, the greatest crap shooter in our part of the country is a guy by the name of Swifty Scanlon, who is called Swifty Scanlon because he is a very swift fellow in every respect, and is especially swift at handling the bones, which is a way of saying dice. This Swifty Scanlon once makes nineteen straight passes with a pair of dice, and runs a small amount of money up to six thousand bucks, and they are not his own dice, at that.

The chances are Swifty will run it on up to a very large sum indeed, if he does not throw two sixes when he is coming out the twentieth time, because he is letting everything ride. He is certainly a wonderful crap shooter, and will rather shoot craps than eat any time, which is the way all good crap shooters are.

Well, one day this Swifty Scanlon hauls off and leaves my old home town for awhile, what with Pat Dillon, our town marshal, getting much prejudiced against him on account of Swifty being so swift, and one thing and another, and he goes to a little town down the State. The very first guy he runs into in this town is a guy by the name of Cutie Woods, who is another great crap shooter, and who also leaves my old home town not long before Swifty leaves it, because a manufacturer forgets to put any sevens on a couple of dice that accidentally fall into Cutie's hands.

Of course, right away Swifty asks Cutie if there is anything doing in the way of a crap game, and Cutie says the only game in the town is run by himself; but he tells Swifty not to go near it, as it is a screwy game, which is a way of saying there is something the matter with it, and naturally Cutie does not wish to take in any of his old friends. Well, this is fair enough, and Swifty thanks him and goes on; but an hour or so later Cutie drops around to this crap game of his to see what is stirring, and who is there shooting craps but Swifty Scanlon.

So Cutie pulls Swifty to one side right away, and he says to him like this:

"What are you doing here" Cutie says. "This is the game I am telling you to stay away from," he says. "It is my game, and it is very screwy, indeed. Why," Cutie says, "you do not have a Chinaman's chance here."

Well, Swifty listens carefully and nods his head, and then he says:

"I know," he says. "I know it is screwy; but," Swifty says, "what can I do, It is the only game in town."

(Note: The fourth article in this series next Tuesday.

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THE MANAGEMENT.

Another Surplus Cotton Crop Never To Be Raised In U.S. Again, Say Growers

Montgomery Convention Demands A Price Of 60 Cents And Declares This Gives Mills Biggest Profit In History

(Reuter's Service)

New York, April 16 (by mail).—There was a significant development in the cotton market this week when the American Cotton Association, in convention at Montgomery, Alabama, passed a resolution demanding 60 cents, basis middling, for the balance of this crop, and reciting that this price gives mills the largest profit in history.

The declaration was also made that another surplus crop will never be raised again in America. At the time of writing, the reasons for this claim are unknown, but it is quite probable that they are found in the labor situation, boll weevil, and the widespread tendency throughout the South, fostered by all farmers' organisations, to diversify and produce much of the food and foodstuffs that have heretofore been required from outside sources.

The assumption among the trade here is that, if the South thinks the last crop worth 60 cents, its views on the next one will probably be higher than 40 cents.

FARMERS ORGANISED

People who have been in close touch with Southern interests say the farmers are probably better organised than ever before in their history, chiefly under the leadership of the American Cotton Association, which has branches in all states of the cotton belt and for some time has taken a most active stand in favor of higher prices for the producer.

The claim is made, that there is entirely too great a discrepancy between the selling price of manufactured cotton goods and the value of raw material and the fact that the Government is making an investigation of mill prices and profits indicates that the charge at least appears to have some foundation.

The cotton trade is confronted with the possibility of another short crop. A wet May is dreaded, as under present labor conditions, it is said, a crop in the grass would be almost impossible to handle properly. Only the most favorable weather, it is claimed by those familiar with conditions, can bring about a fair crop.

It is likely the area will be planted, especially in Texas, where the failure of wheat and corn crops will mean increased cotton acreage, but the problem will be, it is claimed, to take care of the crop after it is planted.

LOOK FOR SMALL CROP

The railroad strikes have also affected the situation, by delaying fertiliser shipments at a critical period of the crop. The outlook therefore would seem bad enough at best, and, if one were to accept unconditionally the views of Southern visitors on change this week, the crop will be considerably under last year, despite the inducement of high prices to plant. But much will depend on the weather of the next few weeks as to the size of the acreage.

Advices from Georgia credit the Japanese with continued heavy buying of cotton. It is said they foresaw present conditions months ago and have already covered requirements to a large extent from September on up to December deliveries.

It will be remembered that Japanese interests at the end of last year took up approximately 250,000 bales of white cotton in Atlantic States, and about a month ago they moved their buyers to the west and have been good buyers of on grades there.

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29314

Share Market

In their report dated May 14, Messrs. J. P. Bisset and Co. write as follows:

Business on the Stock Exchange has been dull since last week and the tone of the market is easier generally. Sellers of Cottons have been quoted with little response from buyers as a result of the decline in the yarn market. Buyers of Rubbers have also fallen off owing to a sudden drop of approximately 10 cents in the price of the raw material at the Singapore, auctions this week.

Sterling Quotation.—The T.T. Rate on London today is 5/9d. (official).

Largest Fur Sale Ever Held

FUNSTEN BROS. & CO.

(International Fur Exchange, Public Auction Fur Sales)
St. Louis, U. S. A.

Will Offer for Sale by Public Auction at the International Fur Exchange Building, 115 & 117 S. Second Street, St. Louis. Furs as Listed Below:

MONDAY, May 10

6,000	Alaska Seal Skins (Dressed, Dyed and Machined, for account United States Government)	117,000	Persians and Kid Crosses
		1,500	Fisher
5,500	Alaska Seal Skins, Dressed, Dyed and Machined, for accounts other Shippers	14,000	Marten
		2,500	Baum-Marten
772	Seal Skins, for account Japanese Government	6,000	Stone Marten
568	Broadtails		

TUESDAY, May 11

9,600	Badger	1,000	Blue Fox
28,000	House Cat	11,000	White Fox
180	Wolverine	2,100	Cross Fox
		1,200,000	Squirrel

WEDNESDAY, May 12

2,000	Bear	119	Leopard Cat
2,675	Hair Seal	4,600	Reindeer Skins
350	Mountain Lion	550,000	Opossum

THURSDAY, May 13

1,500 Silver Fox

FRIDAY, May 14

16,500	Wild Cat	2,900	Lynx
15,000	Lynx Cat	175,000	Raccoon

SATURDAY, May 15

2,400	Viscachas	180,000	Ermine, White
10,000	Chinchilla Rat.	35,000	Ermine, Grey
2,400	Chinchilla	80,000	Ermine, Brown

MONDAY, May 17

160,000 Mink

TUESDAY, May 18

7,800	Russian Sable	37	Japanese Sable
		7	Sea Otter

WEDNESDAY, May 19

90,000 Red Fox

THURSDAY, May 20

400,000 Skunk

FRIDAY, May 21

157,000	Rabbits (Dutch and Belgian)	1,000	China Pahmi
190,000	Pounds Australian Rabbi Skins	10,500	Dressed Lamb Skins
145,000	Pounds New Zealand Rabbit Skins	19,000	Dyed Lamb Skins
4,800	Otter	25,000	Wombat
150,000	Nutria	15,000	Wallaby
1,300	Guanaco	3,200	Kangaroo
		450,000	White Hare

SATURDAY, May 22

550,000	Marmot	1,475	Swift Fox
65,000	Australian Red Fox	22,000	South American Fox
7,000	Macedonian Red Fox		

MONDAY, May 24

800,000	Muskrat	40,000	Muskrat, Black
240,000	Muskrat, Southern	60,000	Seal Dyed Muskrat
		500	Seal Dyed Muskrat Plates

TUESDAY, May 25

150,000	Fitch	2,250,000	Mole
		150,000	Kolinsky

WEDNESDAY, May 26

32,225	Dozen Conies (Sea Lions, Near Seals, Molines)	10,000	Flying Squirrels
		12,000	Goat Rugs
1,500	Sea Lion Plates	140,000	China Dog Mats
200	Near Seal Plates	3,400	China Dog Robes
16,000	China Mink	1,800	Thibet Robes
80,000	Japanese Mink	5,000	Thibets
10,000	Japanese Fox	31,000	Barunduki
7,000	Japanese Marten	6,700	White Kid Skins
			Sundries, Etc.

THURSDAY, May 27

16,000	Grey Fox	175,000	Civet Cat
16,000	Ringtail Cat	70,000	Wolf

FRIDAY, May 28

15,000	Russian Ponies	150,000	Australian Ringtail Opossum
400,000	Australian Opossum	21,000	Beaver

Goods on Show at Funsten Bros. & Co.'s Warehouse, First and Olive Streets, St. Louis, U.S.A., May 3. This sale is expected to realize about $30,000,000, which will be the largest fur sale ever held in the history of the trade. Cable Address "Funsten, St. Louis." Latest Market Information furnished to our regular shippers by cable and copy of agreement to others upon request. Representatives for the Far East, LOUIS & SCHUEDDIG, 21, Aleutskaya, Vladivostok, Siberia, Russia.

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Communist Party In Russia, Ruling By Force Of Success, Facing Defeat As Wars End

Numbering Only 410,000, Communists Could Easily Be Outvoted If Disorganised Opponents Could Once Unite With Other Leaders—Russia's Political Parties Reviewed.

BY LINCOLN EYRE
(In The New York World)

Paris, April 3.—I had the good fortune to arrive in Moscow a few days before the opening of the seventh congress of the Soviets of all the Russians and to obtain one of the much coveted cards of admission to the sittings of that important body. Thus I was able to witness the workings of an institution which in the Bolshevik scheme of things plays the role of White House, Senate, House of Representatives and United States Supreme Court rolled into one.

A somewhat detailed description of its doings should convey, I think, a clearer idea of how Russia is governed today than any less concrete form of elucidation that I might essay. Every problem confronting the Russian commonwealth was laid before this all-Russian convention, as it was commonly called. All the leaders from Lenin down were present.

In extracts from their speeches, which I propose to quote, there will be revealed Bolshevism's administrative policies and methods as well as the mental processes of its chief exponents. Incidentally it will be seen how complete is the Soviets' political domination of the vast empire to which, in the name of the workers and peasants, they have staked out so bold a claim.

Before portraying a "close up" of the All-Russian Convention itself there must be presented that general view of the Bolshevik body politic without which a visualisation of one of its component parts is difficult, if not impossible. A sketch of past and present Russian political grouping is a first requisite. To begin with, one must realise that there were under the Tsar "legal" and "illegal" parties. The "legal" parties were those which, because their doctrines were not deemed subversive to the autocracy, were granted the lawful right of existence by the Imperial Government. The "illegal" parties were those which the Imperial Government considered a menace to established order, and, consequently, sought by every possible means to suppress.

With the difference that the standing of the various parties is reversed, virtually the same state of affairs exists today. Thus under the Bolshevik regime, those groups which flourished in the reign of Nicholas II. (Cadets, Octobrists, Conservatives), are outlawed on the ground that they desire the destruction of the revolution, while the Socialist and Anarchist organisations, banned in the old days, now operate with the Soviet Government's full consent and approval. At least most of them do. Both the Extreme Right and the Extreme Left of the Social Revolutionary Party has been declared illegal, the former for its support of Kolchak in Siberia a year ago, the latter together with certain anarchistic elements, as a result of the notorious conspiracy through which its woman leader, Mme. Spiridonova schemed to overthrow the Soviets by force.

RESULT OF CONSPIRACY

This conspiracy, the overture to which was the assassination of Count Mirbach, German Ambassador to Moscow, led to the arrest of all the Left delegates to the fifth All-Russian Convention in July, 1918. The more moderate factions of the Social Revolutionary group, whose opposition to the Bolsheviks is based on their refusal to place peasants on a political par with industrial workers, are recognised legally. So are the Mensheviks, (originally the minority wing of the Socialist Party of which the Bolsheviks were the majority wing), the Bund or Jewish Socialist group, those Anarchists whose antagonism to the Soviet authority does not lead them to advocate its overthrow by force and various minor factions differing in an even slighter degree from the Bolsheviks.

All these parties, be it understood, have Communism as their ultimate aim. It is only in the choice of methods to attain the common goal that they disagree with the adherents of Bolshevism. The Mensheviks feel the country is not yet ripe for a Socialistic administration, and that for the present the bourgeois democracy is better for the masses than a dictatorship of the proletariat. The Anarchists, standing at the other extreme of the "legal" political scale, protest, on the other hand, against the centralisation of national resources under an iron-handed Government and demand the right to live in small self-constituted communities, unhampered by laws or any other form of obedience to the nation as a whole.

ANARCHISTS POWERFUL

Of the above-mentioned groups, the Anarchists combined with the Left of the Social Revolutionaries—a coalition due to a common aversion to a proletarian absolutism—are the strongest, not in a numerical sense, but owing to their courage and energy. Their program, however, is too fantastic to gain them many supporters, and consequently they make little headway. Neither they nor any other of so-called opposition parties can be said to constitute a party in the generally accepted meaning of that term—that is a trained, disciplined organisation designed to win votes. Of that there is only one specimen in Soviet Russia—the Russian Communist Party (Bolsheviks).

The reasons why this should be and why the Communists represent the only real political force in the Red republic are numerous but easily comprehensive. Space is lacking to cite more than a few of the more obvious ones. In the first place, despite their insignificant numbers—the party's total present membership is 410,000—they planned and carried out the November revolution and have protected it during two and a half years from a host of enemies. As politicians they have been amazingly successful, and success breeds success. Today they have in their possession all the governmental machinery, including a formidable army of limitless funds, albeit in worthless paper money, and every conceivable electioneering facility, including the principal newspapers, the printing presses, meeting places and motion picture theaters.

OUTVOTE COMMUNISTS

Legally there is absolutely nothing to prevent the Moscow or Petrograd electorates, of which only a tiny percentage belongs to the Communist Party and which nowadays comprises practically the entire adult population (out of Petrograd's million souls scarcely 4,500 are non-voters) from voting the Bolsheviks out of office. To do so, however, they would have to vote others into office—and there are none in sight, because the opposition parties have no chance to engineer a campaign, without which their candidates cannot be brought to the voters' notice.

Moreover, among the anti-Bolshevik groups there are few individuals capable of filling responsible posts who are willing to work for the meagre salaries gladly accepted by the Communist zealots. So it is that the Communist Party goes on winning elections both urban and rural by majorities that tend to increase rather than diminish, thereby continually strengthening its hold upon the country.

That this supremacy at the ballot box is destined to continue indefinitely, however, is open to grave doubts. The Communists are face to face with a development that may grievously weaken their vote getting power—namely peace. In common with all other national Governments engaged in the successful conduct of war the Soviet Administration has found in its triumphant struggle with external assailants the means to augment its political stature. A war-time Government whose armies are winning victories over an enemy without, has little to fear from its political opponents within, particularly when on the justifiable pretext of a national emergency it is able to impose measures calculated to crush or intimidate what feeble opposition there may be.

HELPED BY EXTREME PERIL

The very presence of the foe at the gate tends to disrupt partisan strife and rally the nation about the powers that be, regardless of sentiments that may be entertained against these powers by individuals or groups of individuals. This historical fact was reaffirmed in every belligerent country in the great war. On the other hand an equally historical truism and one that has likewise been witnessed the world over is the dispersion of political strength by a return to peaceful conditions. The Union Sacree existing in wartime France and all other nations involved in the struggle perished once hostilities were at an end. Where there had only been one important unit of political force, two or three developed and rapidly grew powerful enough to overturn or endanger the Government whose omnipotence a

(Continued on Page 27)

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Office for Venereal Diseases
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Special consideration to men
in uniform.

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Crown Bridgework, Gold
and Porcelain Inlays.
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Tel. Central 1125

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 30)

NOTICE

To Foreign Silk Merchants
Mr. Yen Li Ching (嚴厲清) is no longer authorised to act as agent of our firm.
Hung Muh Silk Hong.
(機蘇義恒)
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29567

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25% DISCOUNT
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NOTICE

Mr. E. R. Bradley is no longer connected with this firm from date, May 14th, 1920.
The Office Appliance Co.
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29595

NEW THOUGHT CENTER

Mrs. M. A. Lissak has opened her home 522 Avenue Joffre to give help and instruction. Books on Metaphysics can be purchased and borrowed from her.

A meeting will be held at the above address on Sunday, May 16th, 1920 at 3:30 p.m. for the purpose of laying the foundation for a Center in Shanghai. A paper "What is New Thought" will be read.

The Public is cordially invited to attend.
29546

Municipal Notification
No. 2702

7 PER CENT. LOAN, 1920
Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls 1,000, Tls 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 meminal will be made except to depositers in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, April 13, 1920.
29332

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MUNICIPAL NOTIFICATION
No. 2715.

SHANGHAI MUNICIPAL COUNCIL 6 PER CENT. STERLING LOAN, 1920.
Amount £750,000
Price of Issue £100 per cent.

UNDER the authority of Resolution VII passed at the Annual Meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for Bearer Debentures (with coupons attached) in the 6 percent. Sterling Loan of 1920, which is issued on the following terms:—

(1) Debentures to Bearer, with Sterling interest coupons attached, will be issued at £100 percent in denominations of £1,000, £500, £100 and £50.

(2) The Debentures of this issue will bear interest at the rate of 6 percent per annum, payable on June 30 and December 31 in each year by sterling demand draft on London at par, or in silver (local currency) at the Hongkong and Shanghai Banking Corporation's Shanghai current demand buying rate on London on date of presentation of the relative coupon. The first payment of interest will be made on December 31, 1920.

(3) Applications, accompanied by payment in full, will be received by the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, on and after May 1, up to and including June 30, 1920, the Council reserving to itself the right of closing the subscription lists on any day previous to June 30, 1920, by Notification in the Municipal Gazette and Public Press of Shanghai.

(4) Payment on application will be accepted in Silver (local currency) at the Hongkong and Shanghai Banking Corporation's current selling T.T. rate on London and will bear interest from date of payment, or in Sterling by T.T. or Demand Draft on London. Interest on payments made in Sterling will only accrue from the date on which the relative remittances are received by the Hongkong and Shanghai Banking Corporation, London.

The cost of all telegrams involved through payment by Sterling T.T. shall be paid by the applicant.

Payment will be acknowledged by Banker's Receipt pending issue of the Debentures.

In the event of any applicant not being allotted the full amount applied for, the amount over-applied for will be repaid in full, plus interest at the rate of 6 percent per annum from the date payment was received in Shanghai or London to the due date of repayment in Shanghai, as notified to the applicant by special notice from the Council.

(5) The Loan will be redeemed at par on June 30, 1950, but may be redeemed by the Council in whole or in part on June 30, 1930, and/or on any subsequent date or dates on which the half-yearly interest is payable, subject to the Council giving six calendar months' notice in the Municipal Gazette and Public Press of Shanghai. In the event of any partial redemption of the loan the numbers of the Debentures to be redeemed will be decided by drawing. The numbers of such drawn Debentures will be notified in the Municipal Gazette and Public Press of Shanghai not less than three months prior to the date of repayment.

Application forms can be obtained on and after May 1, from the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, or from the Treasurer and Comptroller, Finance Department, 24a Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, April 29, 1920.
29333

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29129

The Yangtsze Insurance Association, Limited

NOTICE TO SHAREHOLDERS

A Dividend at the rate of Twenty percent, being Twenty Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable, in Taels, at Exchange 73, at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date, to Shareholders on the Record on the 7th May, 1920.
By Order of the Board of Directors.
W. S. JACKSON,
General Manager.
Shanghai, 15th May, 1920.
29593

KINGMAN & BROS.
How to Preserve the Teeth

In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis esteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion, there are settled on the teeth, some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per Head to be paid in advance.

The work to be done by Dr. KINGMAN to the subscribers consists in:—
(1) Cleaning of the teeth quarterly
(2) Filling with gold platinum alloy only, when the teeth present holes.
(3) Inspecting the teeth at any time at the desire of the subscribers.

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NOTICE OF REMOVAL

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THE TEXAS COMPANY,
(Petroleum and Its Products)
29553

REMOVAL NOTICE

On and after May 12th, 1920, Gaston, Williams and Wigmore, Far Eastern Division, Inc., and Gaston, Williams and Wigmore, Electrical Engineering Corporation will be located in the Nantung Building at No. 22 Kiukiang Road.

GASTON, WILLIAMS & WIGMORE FAR EASTERN DIVISION, INC.
F. G. BOULON
Manager for China.
29509

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Reserve Liability of Shareholders £2,100,000

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Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.
Sir William Henry Neville Goschen K.B.E.

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The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

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Canton	Madras	Shanghai
Cebu	Manila	Sourabaya
Colombo	Medan	Taiping
Delhi	New York	(F. M. S.)
Haiphong	Peking	Tavoy
Hankow	Penang	(Lower Burma)
Hongkong	Yokohama	Tientsin
Hollo		

Shanghai Branch 18 The Bund.

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Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager

Banque De L'Indo-Chine

Capital .... Frs. 48,000,000.00
Reserve .... Frs. 50,000,000.00

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Canton	Mengtze	Singapore
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Doudichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

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In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

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41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knaben."

Capital .....Yen 10,000,000

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P. C. KONG.
Manager

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000

Reserve Liability of Proprietors ... $15,000,000

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Court of Directors:
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A. H. Compton, Esq., Deputy Chairman.
G. M. Dodwell, Esq.
G. T. M. Odkins, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
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Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Hollo	Peking	Yokohama

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London County Westminster and Parr's Bank, Ltd.

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Sub-Agency: 9 Broadway.

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Acting Manager.

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Capital (fully-paid) .	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

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Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.—
Paris: Societe Generale pour favoriser le Developement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

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The Bank Of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital . $12,279,800.00
Reserve Fund ... $1,206,532.60
Special Reserve Fund $1,898,932.68

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Antung	Anking	Changsha
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Newchwang	Nanking	Foochow
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SUNG HAN-CHANG,
Manager
Shanghai, 15th February, 1919.

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Societe Anonyme
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(THE BELGIAN BANK)

Paid-up Capital ... Fr. 50,000,000
Reserves ..... Fr. 12,027,956

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Hongkong & Shanghai Banking Corporation

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Incorporated 1912

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Act. Manager.

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Established 1907.
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Reserve Fund 435,461.90
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General Office: Cen. 2613 & 2614
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SHU CHIH MIN, Sub-Manager.
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Straits Settlements: Singapore
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Santiago
Puerto Plata
Panama: Panama, Colon

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

Argentina: Buenos Aires, Once (Buenos Aires), Rosario
Belgium: Antwerp, Brussels
Spain: Madrid, Barcelona
Brazil: Bahia, Pernambuco, Porto Alegre, Rio de Janeiro, Santos, Sao Paulo
Chile: Santiago, Valparaiso
Ponce: Porto Rico
Uruguay: Montevideo
Venezuela: Caracas, Maracaibo
Siberia: Vladivostok
Italy: Genoa
Porto Rico: San Juan
Colombia: Medellin
Russia: Moscow, Petrograd
South Africa: Cape Town
Trinidad: Port of Spain

Branches in Havana and 21 of the principal cities of Cuba.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund $1,425.61
Resources 10,000,000.00

Head Office & Branches; Hangchow, Shanghai, Haimon, and Lanchi.

Domestic Agencies; Throughout CHINA at principal Cities.

Foreign Correspondents; London, New York, Amsterdam, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, and Fusan.

Every description of Banking and Exchange transacted.

Drafts issued and telegraph transfers effected.

Commercial Credits established.

Loans and Credits granted on approved securities.

Interests allowed on Current and Fixed Deposits in Pounds Sterling Gold Dollars, Guilders, Yen, Taels and Dollars according to arrangements.

Modern Safe Deposit Boxes for rent on application.

Savings Deposits at 4% compound interest.

LI MING, Manager.
SHANGHAI BRANCH
U 39 Peking Road.
Telephones: C. 3145, Mgr's. Office.
Telephones: C. 2147, General Office.
CABLE ADDRESS:
"CHINDUSBANK."

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN Acting Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok-Beton
Padang	Tjilatjap
Palombang	Weltevreden
Pekalongan	

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On deposits in Dollars according to arrangement.

T. G. MARSHALL.
Chief Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital .. £1,500,000
Paid up Capital 750,000
Reserve Fund 750,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C. 3.

London Bankers:
BANK OF ENGLAND
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	(Calcutta)	New York
Colombo	Kandy	Penang
Delhi	Karachi	Port Louis
Galle	Kota Bahru	(Mauritius)
Hongkong	(Kelantan)	Rangoon
	Kuala Lumpur	Shanghai
		Singapore

Shanghai Branch.
26 THE BUND

VERY description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN, Manager.

Banque Industrielle de Chine

Capital authorised Frs. 250,000,000
Capital subscribed „ 150,000,000
Capital paid up.... „ 75,000,000
Reserve ..... „ 30,000,000

One third of the Capital i. e. Frs. 50,000,000 subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: ANDRE BERTHELOT
General Manager: A. J. PERNOTTE

HEAD OFFICE:
74 RUE SAINT LAZARE, PARIS
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton, Foochow, Yunnanfu, Saigon, Haiphong, Swatow
and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Developement du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.

Taels, Dollars, Gold Accounts

Interest allowed on current accounts in Gold or local currency and fixed deposits on application.

Every description of Banking and exchange business transacted Savings accounts in Gold and local currency.

G. LION,
Manager.

ASIA
BANKING CORPORATION

CAPITAL $4,000,000 SURPLUS $1,100,000

AN AMERICAN BANK

Head Office: New York City
Head Office for the Far East: Shanghai
Corner Kiukiang and Kiangse Roads

Cables: BANKASIA Tel. C. 1825

Other Branch Offices:

CANTON, CHANGSHA, HANKOW, HONGKONG, MANILA, PEKING and TIENTSIN

Complete Banking Facilities
Direct Personal Service

Interest on Deposit subject to check, also on time deposits. Commercial and Travellers' Letters of Credit

BILLS OF EXCHANGE
Bought, Sold, Negotiated or Collected
Financing of Shipments: Mail or Cable Payments and Transfers

RESEARCH BUREAU

STOCKHOLDING BANKS
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
Continental & Commercial National Bank, Chicago, Ill.
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings & Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Chung Foo Union Bank

(Established in 1917)

Statutes approved by the Government in 1916
Head Office: Tientsin

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,020,000.00
Reserve Fund ..... $ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinatti	

And also in other principal cities in foreign countries.

Shanghai Branch:
S441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, both in taels and dollars, according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manger
T. D. Zar, Sub-Manager

PARK-UNION
FOREIGN BANKING CORPORATION

Fully Paid Capital and Surplus $2,250,000

HEAD OFFICE, NEW YORK

Owned and controlled By
The National Park Bank, New York Union Bank of Canada

BRANCHES:
SAN FRANCISCO SEATTLE
PARIS TOKYO YOKOHAMA

SHANGHAI BRANCH: 1 Kiukiang Road. Telephone C. 1174

Interest allowed on both Current and Fixed Deposit Accounts; every description of Banking and Exchange business transacted.

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.

Head Office: 9 NINGPO ROAD
Hongkew Branch: 15 N. SZECHUEN ROAD

Your saving account with this Bank is worth 100 cents on the dollar all the time plus 4 per cent interest compounded semi-annually.

Our pamphlet "HOW TO SAVE" supplied upon request.

Telephones:

Head Office	*Hongkew Branch*
C. 4522 C. 4523	N. 1115
Banking Department	Foreign Department
Savings Department	Trust Department

Branches and agencies in all principal cities.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

The Bank of East Asia, Ltd.

Authorised Capital $2,000,000
Paid up Capital 2,000,000
Reserve Fund 200,000

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund.
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted.
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

LI TSE FONG,
Manager.

Provisions Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on May 11, 1920.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	18-20
Cod	„	16-18
Mandarin	„	30-40
Mackerel	„	20-25
Pomfret	„	20-25
Salmon	„	none
Samli	„	$1.00-$1.20
Soles	„	16-18
Whitebait	„	12-14
Game, Poultry And Eggs		
Deer	each	none
Duck	each	80-$1.00
Hare	„	none
Eggs	per doz.	15-17
Fowl	per lb.	22-24
Geese	each	80-$1.00
Partridge	„	none
Pheasant	„	none
Pigeons	„	12-14
Quail	„	18-20
Snipe	„	16-18
Teal	„	none
Turkey	per lb.	45-50
Woodcock	each	30-40
Wild Duck	„	none
Wild Geese	„	none
Wild Pigeons	„	none
Plover	each	10-15
Fruit		
Apricots	per lb.	none
Apples	„	20-25
Bananas	„	10-12
Cherries	„	15-20
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	5-7
Lichees	per lb.	none
Mangoes	each	15-20
Oranges	per lb.	20-22
Peaches	per lb.	none
Pears	„	14-16
Persimmons	„	none
Peeboes	„	none
Plums	„	8-10
Pumeloes	each	20-25
Pineapples	„	none
Strawberries	per lb.	nein
Walnuts	per lb.	none
Vegetables		
Artichokes	per lb.	4-5
Asparagus	per doz.	20-30
Broad Beans	per lb.	4-5
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	6-8
Cabbage	each	5-10
Carrots	per bunch	2-3
Cauliflower	each	20-40
Celery	per bunch	8-10
Egg Plant	per lb.	8-10
French Beans	„	16-20
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	40-50
Onions	„	18-20
Parsnips	per bunch	3-3
Peas	per lb.	5-6
Potatoes	per picul	$4.00-4.50
Spinach	per lb.	2-3
Tomatoes	„	8-10
Turnips	per bunch	1-2
Grain And Flour		
Flour, American	50 lbs.	$4.00
Flour, Australian	„	$3.75
Flour, Shanghai	„	$2.50
Rice	200 lb.	9.60
Milk		
Foreign dairies	per bottle	20
Chinese dairies	„	17
Fuel		
House Coal	per ton	Tls. 18.00
Stove Coal	„	Tls. 22.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. Kilner,
Chief Inspector.

Mail Notices

MAILS CLOSE
For U.S., Canada and Europe:
Per P.M. s.s. Venezuela May 21
Per C.M. s.s. China May 21
For Europe
Per P. and O. s.s. Novara May 21
For Japan
Per N.Y.K. s.s. Wakanoura M. May 13

MAILS DUE
From U.S. and Canada
Per C.P.O.S. s.s. E. of Japan May 19
Per C.P.O.S. s.s. E. of Asia May 21
From Europe
Per P. and O. s.s. Nellore May 14
From Japan
Per N.Y.K. s.s. Kumano M. May 18

Communist Party In Russia Ruling By Force Of Success

(Continued from Page 25)

few months before had been unquestioned. How are the Bolsheviks, deprived by peace of an excuse for maintaining a policy of tyrannical repression, to avoid the eventual growth of a pacific law abiding but none the less formidable opposition, which may ultimately by a majority vote get control of the Soviets? That is the question the present rulers of Russia are undoubtedly asking themselves.

Finding an answer is complicated by the ever increasing demand of the peasants for equal political rights with the city workers, a demand which the Soviet Government cannot deny forever. The constitution of the republic provides that at Oblest State Conventions of Soviets there shall be one delegate for every 25,000 peasants to one delegate for every 500 city electors. In other words, the city worker has fifty voices to his country comrade's one—a difference so marked that I thought it must be a misprint until I got the figures confirmed.

UNEQUAL REPRESENTATION

In Gubernia or Provincial conventions the peasant has one delegate to every 10,000 voters; the worker one to every 2,000. This seems a somewhat more reasonable representation until one considers that Gubernia conventions have jurisdiction only over rural districts and that they can only send one delegate for every 125,000 inhabitants to the All-Russian Convention whereas the city Soviets send one for every 25,000. Thus the peasant having five times less representation in the provinces than the urban voter, has another five times less, or ten times less in all, in the supreme organ of government. On this subject the Communist Party program blandly remarks:

"The urban proletariat, being the more concentrated, united and educated section of the working class and hardened in battle, played the part of leader in the revolution. This was evidenced while the Soviets were being created, as well as in course of their development into organs of authority. As a result our Soviet constitution confers certain privileges upon the industral proletariat not enjoyed by the scattered petty bourgeois mass in the villages."

It is this difference in the political status between city and country toilers that is so difficult to reconcile with the Bolshevik contention that their system is the only real democracy. Soviet citizenship being based on productive individual labor, persons of the middle class who either do not produce or who produce by using hired labor can logically be denied the franchise. But the only defense Bolshevism can formulate with regard to its discrimination against the highly laborious peasant is that of temporary expediency. Admittedly the time is not far distant when the constitution must be amended to give adequate representation to the rural population.

So many amendments indeed are likely to be made in the constitution that that document, notwithstanding that it has been inscribed in letters of gold on the revolutionary monument in Moscow's Soviet Square, faces the probability of being completely rewritten. As a sample of the way it has been disregarded the sixth All-Russian Convention was held in November, 1918, and the seventh not until December, 1919, although Article XXVI. distinctly specifies that the Congress of Soviets of all the Russians shall be called by the Central Executive Committee not less than twice a year.

Siccawei Weather Reports

14.—There remains a depression between Japan and the Bonin. Moderate anticyclone from Formosa to Vladivostock; pressure low in W. Tongking, high to the E. of the Philippines. Fresh S.E.ly breezes on the Eastern and the Yellow seas. Overcast with some rain in the Valley and in Kwangtung.

15.—Overcast and misty with occasional little showers. Easterly breezes. The pressure shows a tendency to rise.

Amusements

TOWA CINEMA THEATRE
No. 4 Woochang Road

NEW PROGRAMME
for
To-night To-night

"The Red Glove"
9th and 10th Episodes
36 parts, 18 Episodes
and
A Japanese Drama
7 parts

ADMISSION 60 cts., 40 cts., 30 cts.

Amusements

OLYMPIC THEATRE

SHOWING FOR THREE NIGHTS ONLY
May 16th, 17th and 18th
and
Matinee on Sunday, 16th

LENORE ULRICH
in
"KILMENY"

A Romantic story of a child of the woods transplanted to the city.

ISIS THEATRE
Junction of North Szechuen Road Extension and Jukong Road.

TONIGHT TONIGHT
THE LAST NIGHT
Ivan Film Production Presents
"A FOOL'S PARADISE"
A great society drama in 6 parts
Also
"The Rome-Tokyo Flight"

Matinee To-day 3 p.m.
"THE RED GLOVE"
Episodes 13th and 14th
"BOUND AND GAGGED"
Episodes 6th and 7th

MONDAY NEXT!!!
"THE RED GLOVE"
Episodes 15 and 16
"BOUND AND GAGGED"
Episodes 8 and 9

THE BRIGHT SPOT IN SHANGHAI

The Carlton

A Restaurant Worthy of its Reputation as the Best and Most Select in the **Orient.**

VICTORIA THEATRE

PROGRAMME
for
Tonight Tonigh
and Matinee
Sunday, 16th

LOUISE FAZENDA
in
"The Kitchen Lady"

and MARY PICKFORD in
"REBECCA OF SUNNYBROOK FARM" SIX PARTS

Matinee Today at 4 p.m.
Showing EXTRAVAGANCE and
THE KITCHEN LADY

AMUSEMENTS

Lyceum Theatre
A. D. C.
184th Production.
Shakespeare's "Twelfth Night"

1st performance 9 p.m. sharp, Saturday, May 22nd, 1920.
2nd performance 3 p.m. sharp, Monday, May 24th, 1920.
3rd performance 9 p.m. sharp, Tuesday, May 25th, 1920.
4th performance 9 p.m. sharp, Wednesday, May 26th, 1920.

The booking for the four performances now open at Messrs. Moutrie and Co., Ltd.

By Order,
William Armstrong,
Business Manager.
29424

TONIGHT! TONIGHT! TONIGHT!
Sunday, May 16th at 9.15 p.m.
FIRST APPEARANCE
of the
HUMPHREY BISHOP
HUMPHREY BISHOP
HUMPHREY BISHOP
COMPANY
in a series of
FAREWELL PROGRAMMES
at the
VICTORIA THEATRE
VICTORIA THEATRE
VICTORIA THEATRE

TONIGHT
STAR ALL-VAUDEVILLE BILL

ENTIRE CHANGE OF PROGRAMME EVERY NIGHT

POPULAR PRICES! POPULAR PRICES!
Downstairs $2.00 & $1.00 Uptairs $3.00

Apollo Theatre

TONIGHT, May 16th at 9.15 p.m. sharp

The Literary and Art Society will present
"THE GYPSY-PREMIER"
A musical comedy in 3 acts.
Music by M. KALMAN the author of the celebrated musical comedy
"SILVA"

The following will take part
MISS MILICH.
Miss Polyanskaya, Mrs. Lebedeff, Messrs. Grey, Selivanoff, D'Espaniolo, Lebedeff, Tuevsky, Volin and a Bevy of Beautiful Chorus Girls.

Prima Balerine Belikovich and Ballet Master Mr. APOLLON will appear in the famous dance
"CHARDASH"
assisted by the whole company.

Garden Scenery -:- Flower Fights, etc.
ADMISSION $3, $2, $1.
Booking at Robinson's.

THE TROCADERO GRILL
Good Things to Eat and Drink
Yours for Service
-:- -:- JACK RAYNES -:- -:-

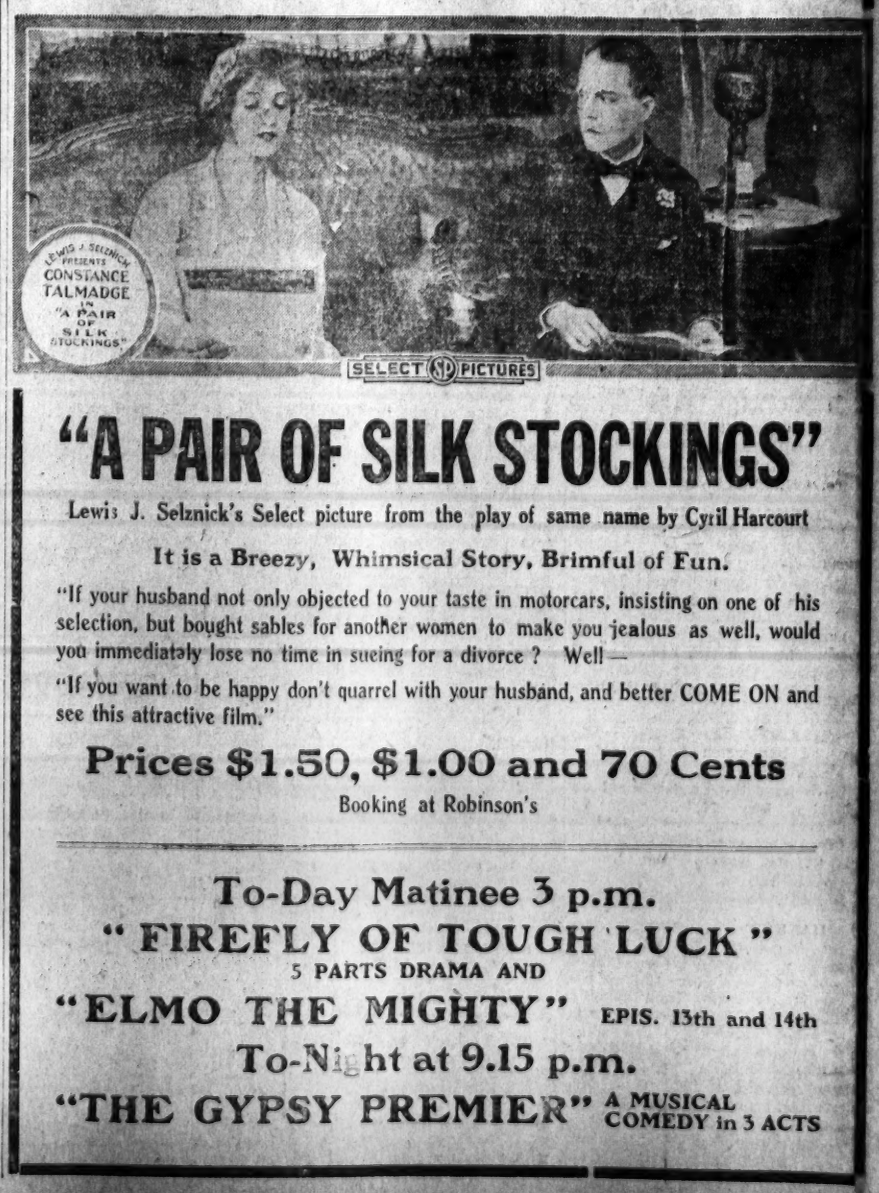
AT THE **APOLLO** Commencing Monday, May 17th and All the WEEK at 9.15 p.m. sharp.

GREAT ATTRACTIONS!! THE FAMOUS ENTERTAINERS!!
BY SPECIAL ENGAGEMENT
Miss HAZEL BOYD
THE ORIGINAL CHARLES CHAPLIN AND
Mr. WILLIS WEST
THE ORIGINAL "ABIE COHEN"
Late Members American Musical Comedy Co.
WILL APPEAR IN THE CELEBRATED WONDERFUL IMPERSONATIONS, SONGS, DANCES AND PATTER

You all know Abie Cohen, who played here a short time ago with the American Musical Co. and HAZEL BOYD, the little live wire soubrette. They will enchant you with a whirlwind dancing act and many thrilling sketches in conjunction with BABY
MARIE OSBORNE'S
GREATEST HIT
"THE VOICE OF DESTINY"
Little Marie, the IDOL of the screen in new role. There are big tense, gripping scenes, and this child proves her worth in sheer dramatic power. It's more than a child's picture—for every member of the family to see and enjoy.

A WONDERFUL THROBBING DRAMA!
Thursday, Friday, Saturday and Sunday.
Miss HAZEL BOYD and Mr. WILLIS WEST
Will appear in an Original Sketch Entitled
"ABIE OFF THE YACHT"
Their wonderful ability in their stage hits made them popular in all the leading vaudeville houses os America.

ALSO PRESENTING
CONSTANCE TALMADGE
In her latest Select 6 parts Comedy Drama.



"A PAIR OF SILK STOCKINGS"
Lewis J. Selznick's Select picture from the play of same name by Cyril Harcourt
It is a Breezy, Whimsical Story, Brimful of Fun.
"If your husband not only objected to your taste in motorcars, insisting on one of his selection, but bought sables for another women to make you jealous as well, would you immediately lose no time in sueing for a divorce? Well—
"If you want to be happy don't quarrel with your husband, and better COME ON and see this attractive film."
Prices $1.50, $1.00 and 70 Cents
Booking at Robinson's

To-Day Matinee 3 p.m.
"FIREFLY OF TOUGH LUCK"
5 PARTS DRAMA AND
"ELMO THE MIGHTY" EPIS. 13th and 14th
To-Night at 9.15 p.m.
"THE GYPSY PREMIER" A MUSICAL COMEDY in 3 ACTS

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain C. Smith, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. **Yohyang Maru**, Capt. Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on Monday, May 17, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**, No. 16, Canton Road.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnagnan, will leave on Monday, May 17 at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Luenho**, 2,888 Tons, Capt. Woodgett will, sail for the above-mentioned ports from Hunt's Wharf on Monday, May 17, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 241. Extension to Freight and Passage. Outside Office Hours Central 250.

HANKOW & PORTS.—The Str. **Kiangwah**, Capt. J. McArthur will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. **Yohyang Maru**, Capt. Y. Ikeda, will be despatched from N.Y.K. Mail Wharf on Monday, May 17, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**, No. 16, Canton Road.

PUKOW.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the Watung Wharf on Tuesday, May 18, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. **Tachang Maru**, Capt. T. Yoshida, will be despatched from N.K.K. Pootung Wharf on Tuesday, May 18, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**, No. 16, Canton Road.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on Tuesday, May 18, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Suiwo**, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, May 18, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 241. Extension to Freight and Passage Department. After Office Hours C. 250.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Waishing**, 1,864 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, May 19, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 241. Extension to Freight and Passage. Outside Office Hours Central 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave from the French Bund on Wednesday, May 19, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Kutwo**, 2,664 Tons, Captain Forrster, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, May 20, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 241. Extension to Freight and Passage Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain Meathrel, will leave from the French Bund on Friday, May 21, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 3,770 Tons, Capt. Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Friday, May 21, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on Saturday, May 22, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG.—R.M.S. Empress of Japan, will be despatched from Woosung on Monday, May 17, The Tender Alexandra, will leave Customs Jetty for Woosung with passengers and mail at 4 p.m. on Monday, May 17, 1920.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. E. Edwardes, will leave on Monday, May 17, at 4:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on Tuesday at 2:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The Str. **Kwangtah**, Capt. C. Stewart, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Ichang**, Captain Isbister, will leave from the Watung Wharf direct for the above ports on Tuesday, May 18, at 11 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Africa Maru**, Capt. H. Yamamoto, will be despatched from the Co.'s Y'poo wharf on May 19. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel Central No. 4234 & 4235.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinkiang**, Captain. W. J. Barhus, will sail from the French Bund direct for the above ports on Thursday, May 20, at noon. For Freight or Passage apply to **BUTTERFIELD & SWIRE**. Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer **Chenan**, Captain J. S. De Wolf, will leave from the French Bund on Saturday, May 22, at 1 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) Via FOOCHOW & KEELUNG.—The Str. **Kohoku Maru**, Capt. M. Tsubaki, will be despatched from the Co.'s Y'poo wharf on May 29, at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

TIENTSIN & NEWCHWANG.—The China Navigation Co.'s St. **Pakhoi**, Captain R. Stephen, will leave on Sunday, May 16, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Capt. J. Oudney, will leave from the French Bund on Tuesday, May 18, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Str. **Tean**, Captain Wm. McDonald, will leave from the Watung Wharf on Saturday, May 22, at 1 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain McIntosh, will leave from the French Bund on Saturday, May 22, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN AND DAIREN.—The Steamer **Keelung Maru**, Capt. N. Kamizawa, will be despatched from the Co.'s Y'poo wharf on May 26. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Nos. 4233, 4234 and 4235.

Vessels Loading For Foreign Ports Will Be Found on Page 29

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 19	—	Seattle	West Jester	Am.	A. T. Co.
May 19	—	Baltimore	Eurana	Am.	S. & Dix.
May 19	—	New Orleans	West Hembrie	Am.	S. & Dix
May 20	—	Portland	Angeles	Am.	C. P. Co.
May 22	—	San Francisco	†Venezuela	Am.	P.M.S.S. Co
May 22	—	Seattle	Edmore	Am.	Adl. Line
May 23	—	Portland	Wawalona	Am.	Adl. Line
May 25	—	New York, Boston	Radnor	Am.	Adl. Line
May 25	—	San Francisco	West Cahokia	Am.	S. & Dix
May 26	—	San Francisco	†China	Am.	C.M.S.S. Co.
May 29	—	Vancouver	†E. of Japan	Br.	C.P.O.S.
May 30	—	New York, Boston	Satsuma	Am.	Adl. Line
May 30	—	New York	Lima Maru	Jap.	N.Y.K.
May 30	—	Seattle	West Ivis	Am.	S. & Dix
May 30	—	San Francisco	†Tenyo Maru	Jap.	T. K. K.
May 30	—	Seattle	†Kashima Maru	Jap.	N.Y.K.
May 31	—	New York	Eurymachus	Br.	B. & S.
May 31	—	New York	Howick Hall	Br.	B. & S.
June 1	—	Baltimore via Suez	West Conob	Am.	P.M.S.S. Co.
June 2	—	San Francisco	West Hepburn	Am.	Dollar Co.
June 4	—	New Orleans	Lancaster	Am.	S. & Dix
June 5	—	Vancouver	†E. of Asia	Br.	C.P.O.S.
June 5	—	San Francisco	†Nanking	Am.	C.M.S.S. Co.
June 10	—	San Francisco	West Himrod	Am.	S. & Dix
June 10	—	Portland	West Navaria	Am.	C. P. Co.
June 10	—	New York	Wytheville	Am.	Adl. Line
June 12	—	Vancouver	†Mongteagle	Br.	C.P.O.S.
June 15	—	Seattle	Stanley	Am.	A. T. Co.
June 17	—	Vancouver, N. Y.	Bessie Dollar	Br.	Dollar Co.
June 19	—	San Francisco	†Ecuador	Am.	P.M.S.S. Co
June 19	—	Seattle	Fushimi Maru	Jap.	N. Y. K.
June 20	—	San Francisco	†Shinyo Maru	Jap.	T. K. K.
June 20	—	Baltimore v. P'ama	West Moreland	Am.	S. & Dix
June 20	—	Portland	West Keats	Am.	C. P. Co.
June 22	—	San Francisco	†Nile	Am.	C.M.S.S. Co.
June 23	—	San Francisco	E. Merchant	Am.	P.M.S.S. Co
June 25	—	Baltimore via Suez	Elkridge	Am.	P.M.S.S. Co
June 30	—	New York	Deucalion	Br.	B. & S.
July 12	—	Seattle	Maquan	Am.	A. T. Co.
July 12	—	San Francisco	Archer	Am.	P.M.S.N. Co
July 17	—	San Francisco	†Colombia	Am.	P.M.S.S. Co
July 31	—	Vancouver	Grace Dollar	Br.	Dollar Co.

FOR JAPAN PORTS

May 16	—	Kobe	Arratoon Apcar	Br.	M.M. & Co.
May 18	—	N'saki, K., Y'hama	Wakanoura M.	Jap.	N. Y. K.
May 19	—	Moji, Kobe, Osaka	Kumano Maru	Jap.	N. Y. K.
May 22	—	Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
May 23	—	Kobe	Inaba Maru	Jap.	N.Y.K.
May 26	—	Moji, Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
May 27	—	N'saki, Kobe, Y'hama	Kasuga Maru	Jap.	N.Y.K.
May 29	—	Moji, Kobe, Y'hama	Chikugo Maru	Jap.	N.Y.K.
June 1	—	N'saki, Kobe, Y'hama	Yamashiro M.	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

May 16	—	Calcutta	Arratoon Apcar	Br.	M. M. & Co.
May 18	—	London, etc.	†Mishima Maru	Jap.	N.Y.K.
May 22	—	London	†Novara	Br.	M. M. & Co.
May 23	—	Trieste	Africa	Ital.	Dod. & Co.
May 23	—	M'lles, Liverpool	Kamakura Maru	Jap.	N.Y.K.
May 24	—	Liverpool	Idomeneus	Br.	B. & S.
May 24	—	Singapore	†Nile	Am.	C.M.S.S. Co.
May 24	—	London	Glenade	Br.	G. L. E. A.
May 24	—	London, etc.	†Sado Maru	Jap.	N. Y. K.
May 27	—	L'don, A'dam, A'werp	Teiresias	Br.	B. & S.
May 30	—	London, etc.	†Delta	Br.	M.M. & Co.
May 30	—	Marseilles	†Cordillere	Fr.	M. M. Cie
June 3	—	L'don, A'dam, H'burg	Neleus	Br.	B. & S.
June 6	—	Scandinavia	Asia	Dan.	E. A. Co.
June 6	—	London, etc.	†Nellore	Br.	M.M. & Co.
June 7	—	Hamburg, etc.	Toyooka Maru	Jap.	N.Y.K.
June 9	—	Scandinavia	Siam	Dan.	E.A. Co.
June 10	—	Liverpool, etc.	Tokiwa Maru	Jap.	N.Y.K.
June 10	—	Hamburg, etc.	Tsushima Maru	Jap.	N.Y.K.
June 13	—	Liverpool	Euryades	Br.	B. & S.
June 15	—	Amsterdam, H'burg	Batjan	Dut.	H.C.T. Co.
June 17	—	L., A'dam, H'burg	Helenus	Br.	B. & S.
June 30	—	Marseilles	†Porthos	Fr.	M. M. Cie
July 1	—	L., A'dam, H'burg	Elpenor	Br.	B. & S.
July 1	—	Genoa, M'lles, L'pool	Talthybius	Br.	B. & S.
July 8	—	Havre, Liverpool	Orestes	Br.	B. & S.
July 11	—	Marseilles	†Amazone	Fr.	M. M. Cie
July 15	—	L., A'dam, A'wtrp	Pyrrhus	Br.	B. & S.
July 22	—	Genoa, Liverpool	Demodocus	Br.	B. & S.
Aug. 19	—	Liverpool, etc.	Bellerophon	Br.	B. & S.

FOR SOUTHERN PORTS

May 16	D.L.	Hongkong	China	Am.	C.M.S.S. Co.
May 17	4.30	Ningpo	Hsin Peking	Br.	B. & S.
May 17	5.00	Ningpo	Hsin Ningshao	Chi	N.S.S.N. Co.
May 17	—	Hongkong	Africa Maru	Jap.	O. S. K.
May 17	—	Hongkong	E. of Japan	Br.	C.P.O.S.
May 18	4.00	Ningpo	Kiangteen	Chi.	N.S.S.N. Co.
May 18	—	Hongkong, Canton	Kwangtah	Chi.	C.M.S.N. Co.
May 18	11.00*	Hongkong, Canton	Ichang	Br.	B. & S.
May 19	noon	S'tow, H'kong, C'ton	Wingsang	Br.	J.M. & Co.
May 20	noon	Amoy, H'kong, C'ton	Sinkiang	Br.	B. & S.
May 21	—	Manila, Hongkong	E. of Asia	Br.	C.P.O.S.
May 22	1.00	S'tow, H'kong, C'ton	Chenan	Br.	B. & S.
May 23	—	Hongkong	Nanking	Am.	C.M.S.S. Co.
May 24	—	Hongkong	Nile	Am.	C.M.S.S. Co
May 24	—	Hongkong	Monteagle	Am.	P.M.S.S. Co.
May 29	—	Manila, Hongkong	Ecuador	Br.	C.P.O.S.

FOR NORTHERN PORTS

May 16	9.00*	Tientsin, Newchwang	Pakhoi	Br.	B. & S
May 17	—	Vladivostok	Shinyue	Chi.	L. V. Lang
May 18	9.30*	Tsingtau, Dairen	Kobe Maru	Jap.	S.M.R.
May 18	3.00	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
May 19	noon	Tsingtau	Hopsang	Br.	J. M. & Co.
May 19	2.00*	W'wei, C'foo, T'tsin	Koonshing	Br.	J. M. & Co.
May 22	1.00	Tsingtao	Tean	Br.	B. & S.
May 22	10.00*	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
May 24	4.30	Tsingtau & Dairen	Sakaki Maru	Jap.	S.M.R. Co.

FOR RIVER PORTS

May 16	10.00*	Wuhu	Yunnan	Br.	B. & S.
May 16	M.N.	Hankow, etc.	Klangyung	Chi.	C.M.S.N. Co
May 17	M.N.	Hankow, etc.	Luenho	Br.	J.M. & Co.
May 17	M.N.	Hankow, etc.	Klangwah	Chi.	C.M.S.N. Co.
May 17	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
May 17	M.N.	Hankow, etc.	Yohyang Maru	Jap.	N. K. K.
May 18	11.00*	Pukow	Suiyang	Br.	B. & S.
May 18	M.N.	Hankow, etc.	Tachang Maru	Jap.	N. K. K.
May 18	M.N.	Hankow, etc.	Suiwo	Br.	B. & S.
May 18	M.N.	Hankow, etc.	Luenyi	Br.	J.M. & Co.
May 19	M.N.	Hankow, etc.	Klangyu	Chi.	C.M.S.N. Co.
May 19	M.N.	Hankow, etc.	Waishing	Br.	J. M. & Co.
May 19	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
May 19	—	Wuhu	Kiukiang	Br.	B. & S.
May 19	M.N.	Hankow, etc.	Siangyang M.	Jap.	N.K.K.
May 20	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
May 20	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co
May 21	M.N.	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
May 21	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
May 22	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
May 23	M.N.	Hankow, etc.	Hsinfung	Chi.	C.M.S.N. Co
May 24	M.N.	Hankow, etc.	Klangfoo	Chi.	C.M.S.N. Co
May 24	M.N.	Hankow, etc.	Shengking	Br.	B. & S.

† CARRYING MAIL.
* A. M. M.N.—MIDN IGHT D.L.—DAYLIGHT

Information For Mariners

SUNDAY, MAY 16, 1920

High Water at Woosung Bar
(The night tides are higher than the day tides, they are about equal at 6 and 7 o'clock).
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 3 1/4 h; at neaps, 7 1/2 h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
10h. 40m.	7ft. 0in.	11h. 2m.	9ft. 2in.

High Water at Tungsha Lightship
(The morning tides are higher than the evening tides),
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	A.M. M	P.M. H	P.M. M
9	25	9	50

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
3 16 a.m.	4 39 p.m.	5h. 6m.	6h. 47m.	4h. 21m.	7h. 32m.

Mean Barometric Pressure at Shanghai
For May 29.88in.
759.2mm.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "POYANG" ..... sails midnight, May 17th.
S.S. "LUENYI" ..... sails midnight, May 18th.
S.S. "WUCHANG" ..... sails midnight, May 19th.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "SHUNTIEN" ..... sails May 18th, 3 p.m.
S.S. "CHEKIANG" ..... sails May 20, at 10 a.m.
S.S. "FENGTIEN" ..... sails May 22nd, 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "ICHANG" ..... sails May 18th, direct.
S.S. "SINKIANG" ..... (via Amoy) May 20th.
S.S. "CHENAN" ..... (via Swatow) May 22nd.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "TEAN" ..... sails May 22nd.

FOR NINGPO.
S.S. "HSIN PEKING" ..... at 4.30 p.m. every Monday, Wednesday and Friday.

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For further particulars regarding Sailings, Passage Rates, etc. see "The Taikoo Shipping Gazette" or apply to

BUTTERFIELD & SWIRE,
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French Bund.

Tel. Nos:
Passengers: Central No. 401.
Freight: Central No. 77.

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Emp. of Asia June 5	*Emp. of Asia May 21
Monteagle June 12	†Monteagle May 24
Emp. of Russia July 3	*Via Manila
	† To Hongkong direct.

For Fares, Tickets
and other information apply to

Freight Office	Passenger Office
Cor. Peking and Yuen Ming Yuen Roads, Shanghai,	Palace Hotel 19 The Bund Shanghai,
Telephone, Central 181	Telephone, Central 182

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PACIFIC STEAMSHIP COMPANY

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FOR PORTLAND
S.S. COAXET ..... Sails about May 15th
S.S. WAWALONA ..... " " " 23rd

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S.S. Venezuela	May 22	S.S. Ecuador	May 29
S.S. Ecuador	June 19	S.S. Colombia	June 26
S.S. Colombia	July 17	S.S. Venezuela	July 24

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EASTERN MERCHANT	May 27	June 23
ARCHER	June 22	July 12

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WEST CONOB ..... June 1
ELKRIDGE ..... June 25

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SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO
TENYO MARU ..... May 30, 1920
SHINYO MARU ..... June 20, 1920

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* Carrying Passengers.

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SUBJECT TO CHANGE

FOR SAN FRANCISCO
via Japan and Honolulu
S.S. "CHINA" (10,200 tons)* ..... May 26
S.S. "NANKING" (15,000 tons) ..... June 5
S.S. "NILE" (14,000 tons) ..... June 22
*Will not call Yokohama and Honolulu

FOR HONGKONG DIRECT
S.S. "CHINA" ..... May 16
S.S. "NANKING" ..... May 23
S.S. "NILE" ..... May 24

FOR SINGAPORE
via Hongkong
S.S. "NILE" ..... May 24

For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to
J. P. WILLIAMS, Agent.
Cable address "CHIMAIL" Phone "Central 4778"
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GENERAL SHIPPING NEWS

N.Y.K.

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EUROPEAN LINE MAIL SERVICE.

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles, London and Antwerp:—

	Tons		
MISHIMA MARU	16,000	Capt. S. Takano,	May 18
SODA MARU	12,500	Capt. N. Tanaka,	May 24

EUROPEAN LINE CARGO SERVICE.

For London, Antwerp, Rotterdam, and Hamburg via ports:—

TOYOOKA AMRU	15,000	Capt. S. Shiratori,	June 2
TSUSHIMA MARU	15,000	Capt. K Teramoto,	June 10

For Genoa, Marseilles and Liverpool via ports: —

KAMAKURA MARU	12,500	Capt. S. Shioya,	May 22
TOKIWA MARU	15,000	Capt. K. Teramoto,	June 10

AMERICAN LINE

For Nagasaki, Kobe, Yokohama, Victoria, and Seattle:—

KASHIMA MARU	19,000	Capt. M. Machida,	May 30
FUSHIMA MARU	21,000	Capt. T. Irisawa,	June 19

NEW YORK VIA PANAMA

LIMA MARU		Capt. ——	May 30

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

WAKANOURA MARU	——	Capt. J. Fujisawa,	May 18
KASUGA MARU	7,000	Capt. K. Inatsu,	May 27
YAMASHIRO MARU	7,000	Capt. T. Terada,	June 1

FOR JAPAN

INABA MARU	12,500	Capt. K. Seo,	May 23

SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji).

KUMANO MARU	9,500	Capt. S. Sasaki,	May 19
YAWATA MARU	7,000	Capt. G. Shinomiya,	May 22
OMI MARU	7,000	Capt. S. Kishimoto,	May 26
CHIKUGO MARU	5,500	Capt. T. Kusano,	May 29

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	June 21

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Toisawa,	May 30

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila).

AKI MARU	12,500	Capt. S. Shibata,	May 26
TANGO MARU	14,000	Capt. M. Nishimura,	June 23
NIKKO MARU	10,000	Capt. G. Yamasaki,	July 21

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

PUGET SOUND TRANS-PACIFIC SERVICE

SEATTLE-MANILA via SHANGHAI & HONGKONG

	WEST BOUND arrive Shanghai	EAST BOUND leave Shanghai
STANLEY		June 15
MAQUAN	June 11	July 13
WEST IVAN	July 9	Aug. 10

Operated for account of UNITED STATES SHIPPING BOARD

For rates and particulars apply to

AMERICAN TRADING COMPANY
AGENTS
53 SZECHUEN ROAD Telephone Central 944

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK & BOSTON
Via Panama

S.S. "RADNOR" ..... Sails May 25
S.S. "SATSUMA" ..... " " 30
S.S. "WYTHEVILLE" ..... " June 10

Operated for Account of U. S. Shipping Board

For rates and particulars apply to

THE BARBER S.S. LINES, INC.
THE ADMIRAL LINE, Agents.
53 Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON

INCORPORATED
Amalgamated with
COSMOPOLITAN SHIPPING CO. NEW YORK — GREEN STAR LINE NEW YORK
TRANS-PACIFIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
West Himrod*	May	Elkhorn*	May
Duel†	May 22	West Ivis†	May 30
West Henshaw*	May 30	West Himrod*	June 10
Arcturus†	June 2		
Eastern Trader*	June 2		
Hathaway*	June 10	(If sufficient inducement offers)	

* San Francisco † Seattle

Through B/Ls issued to all Overland Points in U.S.A. and Canada

ATLANTIC & GULF PORTS VIA PANAMA SERVICE

Due INWARD		Sailing OUTWARD	
West Hembrie†	May 15	West Hembrie†	May 19
Eurana*	May 15	Eurana*	" 19
Lancaster*	May 30	Lancaster*	June 4
West Moreland* and Fortnightly	June 15	West Moreland* and Fortnightly	June 20

* Baltimore † New Orleans

For rates, space or other particulars, apply to

EXECUTIVE OFFICE, FOR THE FAR EAST, Shanghai, China. L. EVERETT, Vice-Pres.
SHANGHAI OFFICE, 7, Jinkee Road. Tel. Central 2557. J. S. EMENS, Agent
Telegrams "DIXSTRUTH"

Departures

Date		For	Ship's Name	Flag	Agents
May	14 —	Seattle, etc.	Toyohashi Maru	Jap.	N.Y.K.
May	14 —		U.S. Tr.Ajax		
May	15 —	Hankow, etc.	Tehhsing	Chi.	H.O.S.S. Co.
May	15 —	Hankow, etc.	Loongwo	Br.	J.M. & Co.
May	15 —	Hankow, etc.	Tatung	Br.	B. & S.
May	15 —	Hankow, etc.	Talee Maru	Jap.	N.Y.K.
May	15 —	Foochow	Ningshin	Chi.	S.P.S.N. Co.
May	15 —	Tientsin	Angeles	Am.	C. Pac. Co.
May	15 —	Australia, etc.	Kiddeoprrt	Br.	M. M. & Co.
May	15 —	London, etc.	Tydeus	Br.	B. & S.
May	15 —	Japan	Chikugo Maru	Jap.	N.K.K.
May	15 —	Newchwang	Irene	Chi.	C.M.S.N. Co.
May	15 —	S. H'kong, C'ton	Yingchow	Br.	B. & S.
May	15 —	Tsingtau	Chenan	Br.	B. & S.
May	15 —	Tientsin, etc.	Tungchow	Br.	B. & S.
May	15 —	Tientsin, etc.	Kohoku M.	Jap.	O. S. K.
May	15 —	Chefoo, Tientsin	Tusang	Br.	J. M. & Co.
May	15 —	Cruise	Liuhsing	Chi.	Customs
May	15 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

P. & O., British India, Apcar, E. & A. S. S. Lines

(Companies incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP
viaHONGKONG. STRAITS, CEYLON, EGYPT
S.S. "NOVARA" 22nd May
S.S. "DELTA" 1st June
S.S. "NELLORE" 6th June

FOR BOMBAY via STRAITS AND COLOMBO
DILWARA 4th June

FOR CALCUTTA via JAPAN
S.S. "ARRATOON APCAR" 18th May

FOR CALCUTTA DIRECT FROM HONGKONG
S.S. "TAKADA" sailing from Hongkong about May 30th.

FOR SYDNEY from HONGKONG
S.S. "EASTERN" 24th May

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and sailing dates are liable to be altered or cancelled without notice.
For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: General: Central 160
Passage: Central 2510
Freight: Central 2069

CHINA PACIFIC COMPANY

AGENTS FOR
The Columbia Pacific Shipping Co.,
and
Sudden and Christenson.
Cargo Service between
Portland, Oregon and Shanghai, Tsingtao, Tientsin, and Dairen.

Sailings from China ports:—

S.S. ANGELES ..... about May 20th
S.S. WEST NAVARIA ..... about June 10th
S.S. WEST KEATS ..... about June 20th

Through bills of lading issued to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:—

C. L. Seitz, *Manager*
6 KIUKIANG ROAD. 4th FLOOR.

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)

SAILINGS FROM SHANGHAI

FOR EUROPE Hongkong, Singapore, Colombo, Portsaid, Marseilles, London, Antwerp, Rotterdam and Hamburg.

	Tons	Capt.	Arrive	Leave.
*HAVRE MARU	15,000		June 11	June 13

This steamer will not call at Marseilles.

FOR NEW YORK via PANNAMA Japan ports, San Francisco, Panama, New York

*ALASKA MARU	15,000	W. Miura,	June 3	June 5

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

AFRICA MARU	18,000	H. Yamamoto,	June 5	June 7

FOR HONGKONG

AFRICA MARU	18,000	H. Yamamoto,	May 18	May 19

FOR NORTH CHINA PORTS (Tsingtao, and Dairen).

KEELUNG MARU	3,000	N. Kamizawa,	May 24	May 26

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

KOHOKU MARU	5,000	M. Tsubaki,	May 27	May 29

Those steamers marked* have no passenger accommodation.

The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA

Tel. Nos. C. 4233, 4234 and 4235. Union Building, 4 The Bund.
O.S.K. Yangtszepoo Wharf, Wayside, Tel. Nos. East 208, 209 & 212
Tel. Address: SHOSEN, Shanghai.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Dec.	3 —	Japan	Taiho Maru	Jap.	
Dec.	4 —	River ports	Lingyun	Chi.	S.P.S.N. Co.
Dec.	6 —	Chinwangtao	Indigirka		
Dec.	16 —	Hankow	Meitan	Am.	Socony.
Dec.	25 —		Kanling	Chi.	
Dec.	25 —		Newchow		
Jan.	15 —		Meihu	Am.	Socony.
Jan.	21 —	Japan	Kifune Maru	Jap.	M.B.K.
Mar.	19 —	Japan	Kiyo Maru	Jap.	Kaiyosha
Mar.	22 —		Chienan	Chi.	W. & Co.
Apr.	14 —	.....	Palembang	Br.	A.P. Co.
Apr.	16 —	Foochow	Yungshin	Chi.	N.S.S.N. Co.
Apr.	29 —	Hankow, etc.	Kuling	Chi.	C.M.S.N. Co.
May	5 —	Cruise	Pingching	Chi.	Customs
May	8 —	Vladivostok	Simbirsk	Rus.	R.V.F.
May	9 —	Japan	Bessie Dollar	Br.	Dollar Co.
May	11 —	Antung	Unda	Br.	A. P. Co.
May	11 —	Cruise	Lukin	Chi.	Customs
May	12 —	Hongkong	Tjilliwong	Dut.	H.C.T. Co.
May	12 —	Hongkong	Hatchie	Chi.	S.P.S.N. Co.
May	12 —	Japan	Naotetsu Maru	Jap.	
May	13 —	Hongkong	Peru	Dan.	E. A. Co.
May	13 —	Haiphong	Nancy Moller	Chi.	M. & Co.
May	13 —	Hongkong	Shinyue	Chi.	S.P.S.N. Co.
May	13 —	Foochow	Kienhsin	Chi.	W. & Co.
May	13 —	Foochow	Providence	Nor.	C.I. & E.L. Co.
May	13 —		Shunchong	Chi.	S.P.S.N. Co.
May	14 —	Chefoo	Tell	Chi.	N.S.S.N. Co.
May	14 —	San Francisco	Chang	Am.	C.M.S.S. Co.
May	14 —	Japan	Kinjo Maru	Jap.	M.B.K.
May	14 —	Antwerp	Delagoa Maru	Jap.	N.Y.K.
May	14 —	Hankow, etc.	Chungking	Br.	B. & S.
May	14 —	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
May	14 —	Hankow, etc.	Nanyang Maru	Jap.	N.K.K.
May	14 —	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
May	15 —	Marseilles	Lt. de la Tour	Fr.	M. M. Cie.
May	15 —	Tsingtau	Hozan Maru	Jap.	H.H. Co.
May	15 —	Tsingtau	Fuso Maru	Jap.	S. M. R. Co.
May	15 —	Swatow	Pakhoi	Br.	B. & S.
May	15 —	Calcutta	Arratoon Apcar	Br.	M. M. & Co.
May	15 —	Cruise	Store Nordiske	Dan.	G.N.T. Co.
May	15 —	Hankow, etc.	Poyang	Br.	B. & S.
May	15 —	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
May	15 —	Hankow, etc.	Luenho	Br.	J.M. & Co.
May	15 —	Chinwangtao	Yohyang Maru	Jap.	N. K. K.
May	15 —	Vladivostok	Taiyo Maru	Jap.	K.M.A.
May	15 —	Hongkong	Hanamet	Rus.	S.H. & Co.
			Suiyang	Br.	B. & S.

Arrivals

Date		From	Ships Name	Flag	Agents
May	15 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
May	15 —	Marseilles	Lt. de la Tour	Fr.	M. M. Cie
May	15 —	Tsingtau	Hozan Maru	Jap.	H.H. Co.
May	15 —	Tsingtau	Fuso Maru	Jap.	S. M. R. Co.
May	15 —	Swatow	Pakhoi	Br.	B. & S.
May	15 —	Calcutta	Arratoon Apcar	Br.	M.M. & Co.
May	15 —	Cruise	Store Nordiske	Dan.	G.N.T. Co.
May	15 —	Hankow, etc.	Poyang	Br.	B. & S.
May	15 —	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
May	15 —	Hankow, etc.	Luenho	Br.	J. M. & Co.
May	15 —	Hankow, etc.	Yohyang Maru	Jap.	N. K. K.
May	15 —	Chinwangtao	Taiyo Maru	Jap.	K.M.A.
May	15 —	Vladivostok	Hanamet	Rus.	S.H. & Co.
May	15 —	Hongkong	Suiyang Maru	Br.	B. & S.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
U.S.N.B.	Apr. 17	Gen. Alava	Am. gun-boat
P. & O. B. I.	May 14	Gnat	Br. gun-boat
B.N.B.	Mar. 26	Kinsha	Br. gun-boat
S'chow Creek	Oct. 29	M. A. S. 226	Ital. sub-chaser
S'chow Creek	Oct. 29	M. A. S. 227	Ital. sub-chaser
2 C	May 14	Quiros	Am. gunboat
8 P	May 13	Samar	Am. gun-boat
O.D.W.	May	Teal	Br. gun-boat

Shipping Items

The I-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin, Dairen and Chefoo tomorrow.

The I-C. s.s. Hopsang is expected to arrive in Shanghai from Canton, Hongkong and Ningpo next Tuesday.

The M.M. s.s. Peiho from Saigon, left Haiphong for Shanghai on Monday and may be expected to arrive at this port tomorrow.

The C.M. s.s. Kiangyu left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The I-C. s.s. Waishing left Hankow for Shanghai on Friday.

The P.M. s.s. Venezuela is scheduled to sail from Hongkong next Tuesday and is expected to arrive in Shanghai on Thursday, May 20. The Venezuela will sail for Japan ports, Honolulu and San Francisco on Saturday May 22.

The M.M. s.s. Porthos with the French mails of April 15, left Saigon for Shanghai yesterday morning and may be expected to arrive at this port on Monday, the 24th.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Singyang Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Friday.

The C.M. s.s. Haean will leave Wenchow for Shanghai today.

The C.M. s.s. Hsinkong left Tientsin for Chinwangtao and Shanghai yesterday.

The C.M. s.s. Hsiuchi left Foochow for Shanghai on Friday at noon.

The I-C. s.s. Wingsang is expected to arrive in Shanghai from Swatow today.

The P. and O. s.s. Novara is expected to leave Kobe for Shanghai tomorrow.

The P. and O. s.s. Delta from London, is expected to arrive at Hongkong tomorrow morning.

The C.M. s.s. China arrived in Shanghai from San Francisco, and Japan ports Friday morning and will sail for Hongkong direct at 9 o'clock this morning.

The I-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Tean will leave Hongkong for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.M. s.s. Hsinchang left Hongkong for Shanghai on Thursday.

The K.M.A. s.s. Upolu (chartered) left Chinwangtao for Shanghai on Thursday.

The Blue Funnel s.s. Eurylochus is expected to leave Kobe for Moji, Fusan and Shanghai today.

The Blue Funnel s.s. Teiresias from Liverpool, left Singapore for Hongkong and Shanghai on Thursday.

The C.P.O.S. s.s. Monteagle which sailed from Vancouver on May 1, is due to arrive at Yokohama on Thursday, May 20.

The C.P.O.S. s.s. Empress of Asia left Vancouver on May 6 and is due to arrive at Yokohama tomorrow.

The C.P.O.S. s.s. Empress of Japan from Vancouver, left Kobe at six o'clock Friday morning and was due at Nagasaki at eight o'clock yesterday morning and at Woosung ten o'clock tonight. The inbound passenger tender is expected to reach the Customs jetty at 7:30 a.m. tomorrow. A special tender has been arranged to bring the mail to Shanghai as soon as the steamer arrives at Woosung. The Japan sails for Hongkong tomorrow night and the tender with Hongkong passengers will leave at four o'clock tomorrow afternoon.

The I-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hsinfung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Woosung will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Shantung will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Chenan will leave Tsingtau for Shanghai on Tuesday.

The C.M. s.s. Yushun left Chefoo for Tientsin on Friday.

The S.M.R. s.s. Kobe Maru is expected to arrive in Shanghai from Dairen and Tsingtau this morning and will sail for same ports on Tuesday at 10:30 a.m. The tender with passengers and mails will leave the Customs jetty one hour earlier.

The N.Y.K. s.s. Mishima Maru left Moji for Shanghai on Friday and is expected to arrive at the Lower Buoy about ten o'clock this morning. The inward bound passenger tender will reach the Customs jetty an hour later. The Mishima sails for London andports at 5 a.m. Tuesday and the outgoing passenger tender will leave at 5 p.m. tomorrow.

The N.Y.K. s.s. Wakanoura Maru left Nagasaki for Shanghai on Friday and is expected to arrive at the Wayside Wharf about 11 a.m. today. The Wakanoura sails for same port at 5 a.m. Wednesday.

The N.Y.K. s.s. Kumano Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. Wharf about one o'clock this afternoon. The Kumano sails for same port at 11 a.m. Wednesday.

The M.M. s.s. Cordillere will be dispatched from the S.M.R. Whangpoo Wharf on Sunday, May 30, for Marseilles and way ports. The tender with passengers and mails will leave the French Mail jetty at 9 a.m. on the sailing day. Heavy baggage must reach the French Mail office not later than noon on Saturday, May 29.

The American transport Ajax sailed from Shanghai on Friday evening.

Sailed from Shanghai

For San Francisco		
Broad Arrow	Apr.	21
Colombia	Apr.	25
West Elcajon	Apr.	27
West Niger	Apr.	30
Acme	May	1
West Wind	May	4
Korea Maru	May	6
For Tacoma		
Manila Maru	Apr.	30
Javary	May	10
For Seattle		
Katori Maru	Apr.	17
Suwa Maru	May	6
Toyohashi Maru	May	14
For Portland		
Pawlet	Apr.	18
For Vancouver		
Empress of Asia	Apr.	11
Methven	Apr.	17
Melville Dollar	Apr.	20
Harold Dollar	Apr.	27
E. of Russia	May	9
For New York		
Charlton Hall	Apr.	22
Lucerio	Apr.	23
Genoa Maru	Apr.	20
C. of Colombo	May	9
Tsuyama Maru	May	11
For London etc.		
Khiva	Apr.	13
Rhesus	Apr.	19
Yokohama Maru	Apr.	21
City of Norwich	Apr.	22
Mentor	Apr.	22
Gleniffer	Apr.	25
Tamba Maru	Apr.	26
Havana Maru	May	1
Nore	May	8
Tydeus	May	15
For Liverpool		
Ajax	May	2
For Copenhagen		
Siam	Apr.	25
Asia	May	9
For Hamburg		
Capetown Maru	Apr.	29
For Marseilles		
Andre Lebon	Apr.	23
Sierra Ventana	Apr.	27
Armand Behic	May	9
For Genoa		
Wakasa Maru	May	3
For Trieste		
Innsbruck	Apr.	27
For Bombay		
Dilwara	Apr.	16
Dunera	May	11
For Calcutta		
Muttra	Apr.	30
Takada	May	11
For Saigon		
Hwahjah	Apr.	17
For Australia		
Tuscan Prince	May	6
Kidderpore	May	15

Launch Services

TOMORROW

The tender Alexandra conveying passengers and mails or board the C.P.O.S. s.s. Empress of Japan will leave the Customs jetty at 4 p.m.

The tender conveying passengers and mails on board the N.Y.K. s.s. Mishima Maru will leave the Customs jetty at 5 p.m.

Tuesday, May 18, 1920

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs jetty at 9:30 a.m.

Sunday, May 30, 1920

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Cordillere will leave the M.M. jetty (French Bund) at 9 a.m.

Vesse's Due

Chenan, *Tsingtau*	May	20
Chungking, *Hankow*	May	24
Delta, *London*	May	22
E. of Asia, *Vancouver*	May	21
E. of Japan, *Vancouver*	May	17
Fengtien, *Tientsin*	May	19
Hopsang, *Honkong*	May	18
Hsin Peking, *Ningpo*	May	16
Haean, *Wenchow*	May	16
Hsinchi, *Foochow*	May	16
Hsinfung, *Hankow*	May	21
Hsinkong, *Tientsin*	May	18
Hsinming, *Tientsin*	May	17
Hsinchang, *Hongkong*	May	17
Hwahlee, *Hankow*	May	22
Idomeneus, *Liverpool*	May	17
Kianghsin, *Hankow*	May	18
Kiangteen, *Ningpo*	May	18
Kiangyu, *Hankow*	May	17
Kiangfoo, *Hankow*	May	22
Kiangyung, *Hankow*	May	24
Kobe Maru, *Dairen*	May	16
Koonshing, *Tientsin*	May	17
Kumano Maru, *Japan*	May	16
Kutwo, *Hankow*	May	19
Kwantah, *Hongkong*	May	16
Loongwo, *Hankow*	May	23
Luenyi, *Hankow*	May	16
Mishima Maru, *Japan*	May	18
Monteagle, *Vancouver*	May	22
Nanking, *S. Francisco*	May	23
Nellore, *London*	May	19
Ngankin, *Hankow*	May	20
Novara, *London*	May	19
Nile, *S. Francisco*	May	24
Peiho, *Saigon*	May	17
Sado Maru, *Japan*	May	23
Shuntien, *Tientsin*	May	18
Shantung, *Hongkong*	May	23
Shengking, *Hankow*	May	22
Sinkiang, *Hongkong*	May	17
Suiwo, *Hankow*	May	18
Sunning, *Hongkong*	May	24
Tatung, *Hankow*	May	23
Tean, *Hongkong*	May	20
Teiresias, *Liverpool*	May	21
Tuckwo, *Hankow*	May	20
Tungchow, *Tientsin*	May	23
Venezuela, *Hongkong*	May	20
Wakanoura M., *Japan*	May	18
Wingsang, *Swatow*	May	16
Wo'sung, *Hankow*	May	21
Wuchang, *Hankow*	May	17

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Mr. Smith.

Per I-C. s.s. Luenho from Hankow: Mrs. Hodgson.

Per C.M. s.s. Kiangwah from Hankow: Mr. and Miss Abraham, Miss Phelps.

Per C.N. s.s. Poyang from Hankow: Rev. and Mrs. C. C. Talbatt, Capt. Dewar, Messrs. Harding, Hetamer, W. Morris.

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Messrs. H. P. Wadman, Brooks, Mrs. J. M. Espey.

Per C.N. s.s. Tatung for Kiukiang: Mrs. C. S. Speyer and 3 children; for Wuhu: Mrs. F. E. Luid and child; for Hankow: Mr. and Mrs. Ridgway, Mr. and Mrs. Powell, Mr. A. Hutchison.

Per C.N. s.s. Yingchow for Swatow: Messrs. Davidson, F. Kittel; for Hongkong: Lieut. M. M. Clay, Messrs. G. H. McNeur and child, Phillip, H. R. Chisholm, H. J. Harding.

Per C.N. s.s. Chenan for Tsingtau: Mrs. A. Izkovitch, Messrs. G. Izkovitch, H. E. Meinford.

Per C.N. s.s. Tungchow for Weihaiwei: Mr. J. P. Tarassoff; for Chefoo: Mr. and Mrs. Nikiforovetskeif, Messrs. J. A. Pietzeka, Law; for Tientsin: Mrs. and Mrs. N. C. Johnson, Mrs. Y. Kiler Lard, Com. and Mrs. Stewart Hutton, Major Timmons, Messrs. G. Matheson, Wentmore.

Vessels Loading

For Foreign Ports

NEW YORK, JAPAN PORTS SAN FRANCISCO PANAMA and NEW YORK.—The Str. Alaska Maru, Captain W. Miura, will be despatched from Shanghai on or about June 1, at ——— For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Telphone Central No. 4234 & 4235.

TAKOMA & SEATTLE CALLING at VICTORIA B. C. Via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Manila Maru, Captain H. Yamamoto, will be despatched on June 2. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA No. 4, The Bund. Tel. No. 4234.

TACOMA AND SEATTLE Calling at Victoria B. C. via Nagasaki, Kobe, Yokkaichi, Shimidzu & Yokohama.—The Osaka Shosen Kaisha's Africa Maru, Capt. H. Yamamoto, will be despatched on June 11. For Freight or Passage please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4047.

Europe Via Haiphong, Singapore, Colombo, Post said, Marseilles, London, Antwerp Rotterdam and Hamburg.—The Str. Havre Maru, Captain ——— will be despatched from Shanghai on or about June 13 For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 and 4235.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

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LIMITED

AUCTIONEERS VALUERS LAND BROKERS
49 KIANGSE ROAD, SHANGHAI

AUCTION INDEX

TUESDAY, May 18th.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.

MONDAY, May 17th.—Superior Household Furniture, etc., at 20 Carter Road.

THURSDAY, May 20th.—Household Furniture and Sundries in back Salesroom at 10 a.m.

SATURDAY, May 22nd.—A Splendid Collection of Postage Stamps in Salesroom at 2.30 p.m.

TUESDAY, May 25th.—A Superb lot of Jewellery and perfume in Salesroom at 10 a.m.

MONDAY, May 31st.—Superior Household Furniture in Ezra Building at 10 a.m.

DIRECT SAILING FOR VLADIVOSTOK

THE

S. S. "SHIN YUE"

will load Cargo for Vladivostok on or about May 17th

For Freight and Passage

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No. 8 French Bund

Telephones: Central 4702, 3059

29617

THE CHINA MUTUAL LIFE INSURANCE COMPANY, LIMITED.

Head Office: 10 Canton Road, Shanghai.

NOTICE is hereby given that the Twenty-second Annual General Meeting of The China Mutual Life Insurance Company, Ltd., will be held at the Company's Offices, 10 Canton Road, Shanghai, on Thursday, the 27th day of May, 1920, at 4 p.m.

The Transfer Books of the Company will be closed from the 13th day of May, 1920 to the 27th day of May, 1920, both days inclusive.

By Order of the Board of Directors,

J. K. Tweed,
Secretary.

Shanghai, 12th May, 1920.

29555

Fresh Butter "DAISY" BRAND and "MEADOW" BRAND

in one-lb pats may be obtained from all leading stores

These Brands of finest quality Fresh Butter are supplied *daily* to all leading Storekeepers.

FRESH, PURE & DELICIOUS

Outport Orders may be sent to

GEDDES & Co., Ltd.

AGENTS

5 Peking Road. Tel. 346.

NOTICE

NOTICE is hereby given that the Master and Agents of the American steamer "Hatchie" will not be responsible for debts contracted by any member or members of the crew of the above steamer.

29614

JESSFIELD HOTEL

Re-opened

Nicely furnished rooms, with or without board, hot and cold meals served at all hours. First-class beverages only. Moderate prices.

29516

PRODUCTS CORPORATION OF AMERICA.

REMOVED

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18 Peking Road

Telephone C. 2271

W. H. Tenney, Far Eastern Representative.

29616

TO ARRIVE

GORDON'S LONDON DRY COCKTAIL GIN

(SQUARE BOTTLE)

Place your orders early

GARNER, QUELCH & CO.

SOLE AGENTS FOR

China, Japan, Korea, Formosa Etc.

ZAPRASZA sie wszystkich Polakow zamieszkujacych w Szanghaju na Zebranie Ogolne Kolcnji Polskiej w niedziele dnia 16-go maja b.r. o godzinie 3-ej popoludniu w lokalu Domu Polskiego, Rue Eugene Bard 486, celem wysluchania referatu pani Bielkowicz o polozeniu dzieci polskich w Wladywostoku.

29613

WIRE ROOFING NAILS

FOR SALE at any reasonable offer, about 533 x 100 lb. Kegs ¾" x 22G. Roofing Nails. Offers for part or whole lot to, William Jacks and Co., No. 1, Hongkong Road.

29615

The Shanghai Horticultural Society

The Spring Flower Show will be held in the Town Hall on Tuesday, May 25th.

C. C. STEVENSON,
Hon. Secretary.

29607

Shanghai Rowing Club

SPRING REGATTA AT HENLI

22nd and 23rd May, 1920.

PROGRAMME.

Saturday.

3.30 p.m. Griffin Fours.
4.00 ,, International Fours.
4.30 ,, Griffin Pairs (1st Heat).
5.00 ,, Griffin Pairs (2nd Heat).
5.30 ,, Junior Sculls.

Sunday.

10.30 a.m. Motor Boat Race.
11.00 ,, Griffin Pairs Final.
11.30 ,, Veterans Race.
12.00 ,, International Eights.
1.30 p.m. Sailing Sampan Race.
3.00 ,, Junior-Senior Fours.
3.30 ,, Mixed Fours.
4.30 ,, International Pairs.

TRAIN SERVICE.

Saturday.

Special leaves Shanghai 12.20 p.m.
arrives Henli 1.27 ,,
Special leaves Henli 7.13 ,,
arrives Shanghai 8.30 ,,

Sunday.

Special leaves Shanghai 8.15 a.m
arrives Henli 9.18 ,,
Special leaves Henli 8.43 p.m.
arrives Shanghai 9.55 ,,

FARES

Return Fares $3.00

Competitors may obtain their tickets (special fares) from the Club's Shroff, who will be at the Shanghai Station half an hour before the departure of the trains.

General Arrangements.

By the courtesy of the Railway Authorities arrangements have been made to have sleeping cars stationed at Henli during the Regatta.

Sleeping Berths may be reserved on application to the undersigned.

Meals will be served on dining coach on railway siding.

Houseboat Moorings.

Members and visitors requiring houseboat berths are requested to make early application to the undersigned.

Stations will be allotted in the order in which applications are received.

By order of the Committee

J. R. HARDER.
Hon. Secretary.

29607

FOR AMERICAN, BRITISH AND CHINESE

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

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(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

COMPOSITION

For Duplicating Machines

We have received a new shipment of number one grade. This composition is the best made. Many firms sell cheaper grades with a vile smell and which quickly deteriorates but ours has

NO SMELL

Keeps in any climate

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Motor-Cyclists—
Know Your Speed
A STEWART SPEEDOMETER

will increase the joy of motor-cycling. You can know at a glance just how fast you are riding.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

GODOWN WANTED

FOR GENERAL MERCHANDISE

On Rental For A Term of Years—Prompt Occupation; About 25,000 square feet Floor Space; Preference to location nearest Canton and Szechuen Roads. Reply to Box 748, The China Press. ∴ ∴ ∴

29475

NOTICE

A considerable proportion of the missionaries now in China have come because during their student years the Student Volunteer Movement enlisted them. For some years past a movement has been promoted in China calling students into the Christian ministry, and already many men are preaching because of this special movement. On Monday the 17th., at 5.15, Dr. F. J. White, President of Shanghai College, will lead the regular missionary prayer meeting, and the needs for ministers, and the problems connected with recruiting will be discussed. This is in line with the observance, throughout China, of next week as a week of recruiting young men for the ministry.

BARBOUR'S LINEN THREADS TWINES AND NETS

For Prices Apply to your Import Merchant

Amusement Advertising will be found on Page 27

SITUATIONS VACANT

UNLIMITED OPPORTUNITIES for trained Salesmen in China. Commissions earned frequently run into five figures. Interesting work with opportunity to exercise initiative. Study Scientific Salesmanship. Write for Catalog today. Office 15a, International Correspondence Schools, 11c Nanking Road.

WANTED: To tell you how you can prepare for a better salary in your spare time. Office 15a, International Correspondence Schools, Chinese P. O. Box No. 1.

BRITISH Company in Shanghai has need of foreign accountants. Good prospects to suitable men, who should have good knowledge of accounts work. Apply to Box 814, THE CHINA PRESS.

29605 M. 19

STENOGRAPHER and typist (lady) wanted by American firm. Apply, with usual particulars, to Box 816, THE CHINA PRESS.

29610 M. 19

WANTED, a compradore, by an American with good business connections in the United States, the Central and South Americas and in the principal European countries. Only those having business experience and capital need answer. An excellent proposition for the right man. Address, giving full particulars, to Box 788, THE CHINA PRESS.

29554 M. 15

WANTED, competent stenographer for large American firm. State experience and salary expected. Apply to Box 789, THE CHINA PRESS.

29557

WANTED, A compradore: An American with sound connections in Europe and America, with firm business in hand, wants a compradore with sufficient capital. Attractive proposition for the right man. Answer stating full particulars, to Box. No. 768, THE CHINA PRESS.

29510 M. 16

HOUSES WANTED

MOKANSHAN. Wanted furnished house or bungalow for season June/September. Apply to Box 813, THE CHINA PRESS.

29603 M. 18

AUGUST/SEPTEMBER: flat required for one year or more, furnished or unfurnished, small; central or west-central. Apply to Box 811, THE CHINA PRESS.

29600 M. 19

WANTED to rent, completely furnished house (linen and plate), not less than seven or eight rooms, with bathroom, kitchen—garden tennis, garage. Willing to purchase furniture Address Kalee Hotel, Room No. 117.

29450

WANTED, from June 1st for three to six months, furnished six-roomed house by careful responsible tenant. Rent must be reasonable. Please apply to Box 738, THE CHINA PRESS.

29443

OFFICE, ETC., WANTED

WANTED, as soon as possible, office of three or four rooms in central district. Apply to Box 805, THE CHINA PRESS.

29585 M. 16

HOUSES TO LET

TO LET, excellent modern residence, French Concession long lease, very low rent, furniture which is new, for sale at reasonable price. Apply to Box 803, THE CHINA PRESS.

29592 M. 16

TO LET, No. 17 Arsenal Road, large, semi-foreign residence Beautiful garden, available immediately. Can be leased for one or two years. Rental Tls. 150 per month. Apply China Realty Co., Ltd.

29458

Business and Official Notices are Continued on Page 25

APARTMENTS

Connaught House
8 Quinsan Gardens

Vacant 1st June, large room with bath-room attached, suitable for a couple. For terms, apply to Mrs. G. Pollock.

TO LET, with board, for immediate occupation, furnished flat, comprising two large rooms, small room, and private bath. Suitable for married couple or two bachelors. Telephone, garage, stabling, and tennis court. Apply to Box 778, THE CHINA PRESS.

TO LET, one large furnished attic room, facing south, bath-room attached, vicinity Quinsan Gardens; monthly rental Tls. 25. Apply to Box 812, THE CHINA PRESS.

29602 M. 16

TO LET, in French-town, furnished, two to four front sitting and bedrooms for separate housekeeping. Southern exposure, large verandah, bath, kitchen and pantry, and garage if required. Immediate occupation. Apply to Box 817, THE CHINA PRESS.

29611 M. 18

TO LET, comfortable furnished room with board, $120 per month. Apply Sagamachi P. O. Box 6, Tsingtao.

29613 M. 21

TO LET, two nicely furnished front rooms, with bathroom and verandah attached, suitable for married couple or two bachelors. Apply 36 Quinsan Road.

29604 M. 16

FRENCH FAMILY desires one or two paying guests. Comfortable home, good district. Apply to Box No. 793, THE CHINA PRESS.

29565

WANTED, a gentleman as paying guest in private American family. Apply to Box 774, THE CHINA PRESS.

29519

TO LET, furnished rooms with board, suitable for two friends or married couple. Apply No. 5 Young Allen Terrace.

29587 M. 18

QUINSAN GARDENS. To let with board, well-furnished room. Bath, hot and cold water. Private family. Suitable for two bachelor friends. Apply to Box 801, THE CHINA PRESS.

29579 M. 18

TO LET, well-furnished flat, bedroom, bath, dining room, living-room, hall, verandah, kitchen and servants' quarters. Bubbling Well Road close in. Tls. 100. Apply to Box 796, THE CHINA PRESS.

29575 M. 16

TO LET, one large well-furnished room with bathroom attached, hot and cold water. Apply 23 North Szechuen Road. Telephone North 2554.

29530 M. 18

IN western district, an artistically furnished parlor, bedroom and bath is for rent, with exquisite board, served in apartment to be occupied by two bachelors or young married couple; airy and pleasantly cool location for the summer, with garage and private tennis court attached. References wanted. Please apply to Box 771, THE CHINA PRESS.

29514 M. 14

APARTMENTS WANTED

WANTED small furnished flat, with kitchen and bathroom, by married couple, no children, central district or near. Willing to pay from 50 to 75 taels per month. Apply to Box 818, THE CHINA PRESS.

29612

WANTED at once, flat of two rooms with bathroom and kitchen, preferable furnished, central or Western district. Apply to Box 807, THE CHINA PRESS.

29591 M. 18

BETWEEN now and June 1st, large well-furnished room or suite of rooms, with board for two, in private family or boarding house. Central or western district preferred. References. Apply to Box 802, THE CHINA PRESS.

29580 M. 16

SITUATIONS WANTED

COMPRADORESHIP wanted by an experienced Chinese, with thorough knowledge of import and export business. At present employed by local firm, desires change a better one; can introduce a large business. Guarantee could be given if required. Apply to Box 773, THE CHINA PRESS.

29517 M. 16

SITUATIONS WANTED

RUSSIAN naval officer speaking English and French, seeks shipping position or in office. High-grade special school diploma. Please apply to Box 815, THE CHINA PRESS.

29609 M. 19

AMERICAN, 20 years experience installing and operating machinery would like engagement with good firm. Understands power transmission, some knowledge of steam and electricity. Single; will go to outport. Apply to Box 784, THE CHINA PRESS.

29547

CHINA produce inspector, twelve years' experience, seeks employment. Please address replies to Box 804, THE CHINA PRESS.

29582 M. 16

WANTED, Young American, 30 years of age, at present employed in Shanghai, is desirous of obtaining position with American import and export firm. Has had seven years experience in outports in business and is familiar with the markets. Is capable of taking over special department, being familiar with detail work and office routine and speaks Mandarin Chinese fluently. Please apply to Box 795, THE CHINA PRESS.

29585

BRITISHER open for engagement: shorthand, typist, German-Russian languages, thorough knowledge all office routine, can take charge. Willing accept position foreign house. Please apply to Box 783, THE CHINA PRESS.

29544 M. 16

POSITION wanted by Colonial who has had 16 years' experience with Chinese products. Excellent references. Apply to Box 797, THE CHINA PRESS.

29576 M. 16

A CHINESE electrical engineer, with two years' experience in designing, testing and repairing motor, etc., after graduation from the Technical College in Tokyo, Japan, seeks a suitable position. For particulars, please apply to Box 800, THE CHINA PRESS.

29578 M. 17

YOUNG Greek, 26 years, English, French, Russian, two years experience in China, as general office assistant for imports, exports and bookkeeping, is open for engagement, first-class local and foreign references. Address French Post Office P.O.B. 16 for P.C.

29526 M. 16

WANTED by a young man, position as clerk, correspond in German and English. Good knowledge of shorthand (German and English). Experienced in import, bookkeeping and general office work. Apply to Box 782, THE CHINA PRESS.

29540 M. 15

EXCHANGE AND MART

FOR SALE, two International Savings Society Bonds, 21 and 25 months paid. Accept $280. Apply to Box 819, THE CHINA PRESS.

29619 M. 19

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.

WANTED to purchase one second-hand motor-launch, about 26 feet long, in good running order. Reply with full particulars, to Box 810, THE CHINA PRESS.

29596 M. 18

WANTED to purchase, second-hand bedroom suite, either single or double, immediate payment. Price must be reasonable. Apply to Box 794, THE CHINA PRESS.

29566 M. 16

FOR SALE, Opel, German closed Automobile, used five years. In perfect running order. First-class engine. Recently overhauled and painted. A great bargain. Phone C. 1022 for inspection or trial.

29533 M. 18

FOR SALE, pure unskimmed milk from an up-to-date private modern dairy under foreign supervision. $1 for 5½ large bottles. Apply to Box 780, THE CHINA PRESS.

29528 M. 18

FOR SALE, International Savings Society Bond, $300 paid up. Will accept $175. Owner leaving town. Apply to Box 734, THE CHINA PRESS.

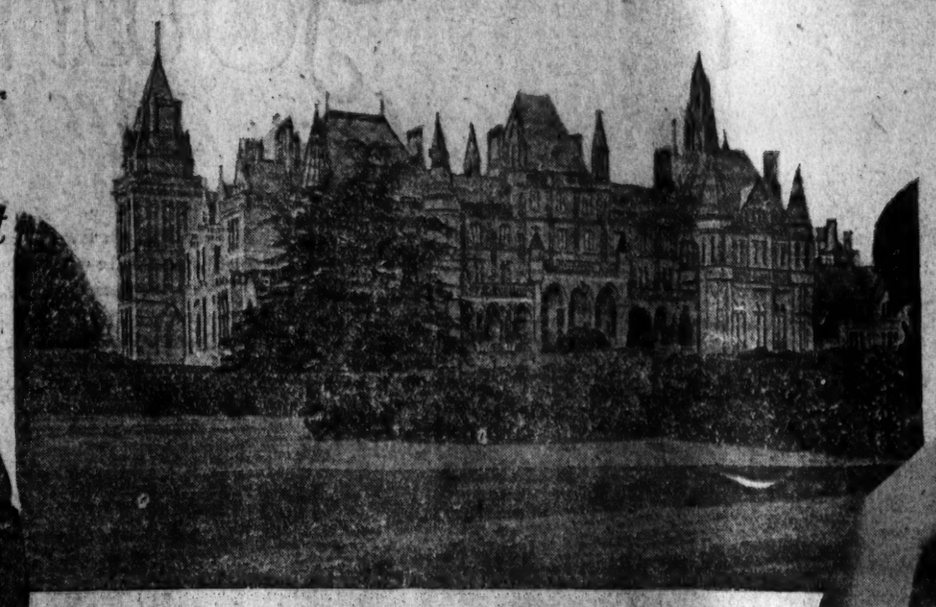
29433 M. 18

FOR SALE, Crossley (English) gas engine, 20/22 h.p., complete with tank etc.; almost new. Apply Watson's Mineral Water Co., 134 North Szechuen Road.

29368

England's Richest Duchess Gives Up Rank and Jewels—For Love!

Her Grace of Westminster Forfeits Six Lordly Homes and Some of the Finest Rubies, Diamonds and Pearls in England to Marry a Poor Young Captain Without a Title



Eaton Hall, Chester, Chief of the Six Homes of the Duke of Westminster Which the Duchess Has Lost.

Captain J. Fitzpatrick Lewis, the Youthful Aviator, Who Has Become the Happy Husband of the Duchess.

THE beautiful, statuesque Duchess of Westminster, recently wife of the richest duke in England and chatelaine of Britain's lordliest castles, has given up all that to be the bride of a modest soldier, Captain J. Fitzpatrick Lewis, who was a hero during the war, but just a plain business man before that.

No social occurrence of recent years has caused such amazement in England as this. It reads more like a fairy story than an event of prosaic modern life—like the story of the poor boy who expected to have his head chopped off but found himself beloved by a beautiful princess.

In order to make this love match the Duchess was compelled to relinquish upon her divorce all her interests in the estates and family heirlooms and jewels of the Westminsters, although, of course, she received a liberal settlement. Among the famous houses and estates she had to give up were:

Eaton Hall, Chester, one of the largest country houses in England.

Grosvenor House, London.

Halkin House, Flintshire.

Kirriemuir Castle, Scotland.

Rosemary Lodge, on the Thames.

Villa des Papillons, Nice.

The Westminsters possessed perhaps the most famous jewels, including rubies, diamonds and pearls, owned by any family in the British nobility. The Duchess used to find great pleasure in decking herself with all these family treasures.

Those jewels, which belonged to the Duke's ancestors, are, by law, kept in the family as heirlooms, in much the same fashion as the entailed estates, and can only be worn by the actual wife of the Duke. The Duchess, therefore, was obliged to relinquish these historic treasures.

Most conspicuous of the Westminster jewels is the Neska diamond, which, cut in a triangle the size of a fifty-cent piece, was worn by the Duchess in the shape of a brooch. Among her other great treasures was a marvellous pliable diamond ribbon forming a true-lover's knot, the under side of the ribbon being of rubies. It terminates with diamond tassels picked out with rubies. This exquisite ornament can be worn as a tiara. The Westminster rubies were remarkable, and not long after her marriage she had a great number of old historic rubies belonging to the family set in a tiara.

Considerable piquancy is given to this romance by the fact that the Duchess decided to obtain her divorce after her close association with Captain Lewis during the war.

Another odd feature of the romance is that the Duchess is a good many years older than her modest bridegroom, for she has a grown-up daughter in society eighteen years old, while he cannot be much over thirty, as he was an aviator in the war.

The Duchess was Miss Constance Edwina Cornwallis West, known to her friends by the Irish name "Shelagh," younger daughter of Mrs. Cornwallis West, who was the favorite hostess of King Edward VII. when he was at the height of his social glory.

This old friendship of King Edward for the Duchess's mother and other circumstances make the present royal family feel a deep interest in her affairs. The King has looked upon her in the past almost as a member of his own family, while the Queen happens to be related by marriage to the Duke. In any case, the sovereigns would feel concerned in the matrimonial troubles of a ducal couple as prominent as the Westministers but in this case there are exceptional reasons.

The Duchess's older sister, Daisy, married Prince Henry of Pless, the richest nobleman in Germany and a particular friend of the fallen Kaiser. The Princess went through the ordeal of living through the war, an Englishwoman in Germany, with remarkable bravery and tact.

Both sisters were among the most strikingly beautiful women in European high society, each in a different way. The Princess was an exquisite picture of blond beauty. The Duchess was darker, more stately, more statuesque, but equally beautiful.

When this young beauty married the young Duke of Westminster, England's richest peer, it was considered the most brilliant event of the day, and the King and Queen welcomed it with the greatest pleasure.

The young Duchess, in the early days of her married life, was one of four duchesses who held a canopy over Queen Mary at the great coronation ceremony. Many—perhaps the majority of those present—thought that the Duchess was the most attractive figure in the historic abbey.

But all those triumphs and dreams of social splendor have proved to be sad and empty vanities. After a long series of miserable quarrels with her husband and other unhappy episodes, she finally obtained a divorce.

Now she is the happy bride of Captain J. Fitzpatrick Lewis, who made a record as a gallant aviator during the war. Before that he worked for an insurance company and was just a modest young business man struggling for a living in the great city of London.

He is a good sportsman and athlete, a dashing rider, a clever billiard player, an accomplished skater and an expert in many lines. He is also an amateur actor and singer. These are all useful accomplishments in winning a woman and valuable in many ways.

When the war broke out his athletic abilities helped him to obtain a commission in the air service where he quickly progressed. He shot down five German planes, took part in a successful squadron engagement and performed several other feats.

At last his end came, as to most other aviators. Flying out at dawn over the German lines he was attacked by three German machines which had hidden themselves behind a fog bank. They shot the Britisher's machine full of holes and put three bullets in his leg.

Captain Lewis was barely able to steer his crippled machine to earth within the British lines. There he was picked up unconscious, his rescuers not knowing at first whether he was dead or alive. He proved luckier than most aviators crippled in mid-air, for after a few minutes he opened his eyes and after a drink of brandy he showed a disposition to live.

Now it happened at this time the Duchess of Westminster was directing a war hospital at Le Touquet in France, on the shore of the English Channel. She had led an aimless life before the war broke out, quarreling with her husband, wandering from one cosmopolitan pleasure resort to another and indulging in many frivolities. Once she was so disillusioned with life that she left $100,000 worth of jewels at a railroad station.

The outbreak of the war recalled her to a sense of her responsibilities and the claims of humanity. With her own fortune and her own labors she established her war hospital at Le Touquet, where she cared for two hundred wounded British officers and soldiers. There was frequently criticism of the nursing and hospital work done by women of rank, but everybody spoke of the splendid efficiency of the Duchess of Westminster's hospital.

To this hospital was carried Captain Fitzpatrick Lewis. He did not look very heroic then—a small man, battered and bandaged and worn. He was at the point of death then. The Duchess worked long and hard and was finally rewarded by seeing the captain well on the road to recovery.

While her patient was recovering the Duchess discovered that he was a very charming man and they had many interests in common. For instance, they both liked outdoor sports and singing and music. The world became a more at-

The Duke of Westminster in the Uniform of the Royal Horse Guards.

tractive place to the Duchess than it had been for years.

The war came to an end and the friendship between the Duchess and her patient continued. He proposed to go back to business to earn his living, but she engaged him as her secretary to aid in various public-spirited schemes she was carrying on. She followed up the soldiers she had nursed and tried to help them and their families. She intended, as he has told her friends, to devote the rest of her life to relieving some of the misery and bitterness left by the war.

Then she determined that she would be free from her husband, the Duke, free to do as she pleased, in spite of all the conventions. For several years she had been notoriously estranged from her husband. Once he had shut her out of her own house in London. The King and Queen had urged her not to seek a divorce because of the bad public effect such a scandal in the highest class of society must have, and for a time she obeyed them.

But rather late in life she found what true love meant, and obeying the imperious dictates of her heart, she sought her divorce regardless of all protests. She had no difficulty in obtaining her freedom, for the Duke, noted as the most liberal patron of the musical hall stage in England, had given cause for many divorces.

Six months ago the Duchess began her divorce suit, and now she has been married to her secretary, Captain Lewis. The marriage occurred one month after her divorce decree was made absolute. Most people believe naturally that her interest in him decided her to obtain her divorce. The friends of the couple assert that the Duchess played the leading part in bringing the romance to a climax. A mere captain and private secretary would hardly have dared propose to a duchess.

One day with absolute secrecy and no sign of any wedding preparations they went away to a little English village, Lyndhurst. There they were married by the "registrar," an English official who performs marriages and registers births and deaths. He officiates at marriages in a more prosaic and unostentatious manner than any person who performs the same important office in America.

The richest Duchess in England went before this dusty, inky personage and signed her name just like some nobody not able to afford a church wedding or not caring to secure one. The marriage was an absolute surprise and was not discovered by the world until the following day.

Of course, it will be understood that the Duchess would not have enjoyed the attention her unusual marriage would have excited in society.

This strange romantic couple spent their honeymoon giving entertainments for the poor of London. The day after the marriage, for instance, they performed in a concert at Canning Town, a miserable quarter of London. The captain is quite a "song-and-dance artist." They gave every outward evidence of being ecstatically happy.

The first marriage of the Duchess and her estrangement furnished a remarkable chapter of recent social history. The Duke had been born for a life of luxury, extravagance and self-indulgence, as few persons of modern times. He was the grandson of the previous duke, his father having died in early manhood. Through this accident the present duke inherited as a mere boy the entire vast wealth and possessions of the dukedom.

The wealth of the Duke is enormous. His income is estimated at $10,000,000 a year, and that in a country where money goes farther than in America. He owns acres of property in the heart of the West End of London, including Grosvenor Square, Belgravia and a large part of Mayfair. One of his country estates, Eaton Hall, is an immense palace containing two hundred rooms and stables for a hundred and fifty horses, a place so large, in fact, that the Duke does not care to live in it.

He owns Grosvenor House, a splendid old mansion in London, and half a dozen great country estates besides Eaton Hall.

Even while he was engaged to the beautiful Shelagh West the Duke showed his unstable character by becoming entangled with the notorious Mrs. Atherton.

After a very few years of married life the conflict between the self-indulgent Duke and his high-spirited wife became marked. Strange to say, the Duke objected to the innocent social and athletic pastimes of his wife. He thought it beneath the dignity of a Duchess of Westminster to display the shapely figure with which nature had gifted her in various sports. He was displeased that the lady who bore his name should play in amateur performances of French farce.

During the same period he was associated with some of the most brilliant ornaments of the London and Paris music hall stage. Such things, he thought, were the privilege of his rank and position.

When the Duchess first discovered that the Duke was staying away from home more than he ought she was naturally deeply hurt. She was one of the most admired young women in society, a Cornwallis West, daughter of a mother noted for her wit and herself possessed of many accomplishments and mental attractions. She was, of course, one of the greatest beauties in society. She had always been a favorite of the Court set. When she was quite a little girl King Edward had told her that she was going to be the most popular hostess in England.

Undoubtedly she thought over all her charms and claims and then wondered that the Duke could turn his back on them to pursue some music hall charmer. His idea of happiness was to spend the evening with a noisy party of theatrical people. He didn't care in the least for Court society. He thought Miss Gertie Millar, of the Gaiety Theatre, was one of the most entertaining social companions, but he wasn't at all particular or exclusive.

He helped to introduce the late Gaby Deslys to the British public. He obtained a position in London for the Polish charmer, Wanda de Bancza, who was called the greatest beauty of the day for a brief time.

The Duchess stamped her little foot with rage and then she thought the Duke was crazy. An idea struck her—she would bring him to his senses. She would imitate his behavior, with certain important differences, of course. She showed herself in very Bohemian society and acted quite unlike a duchess. She felt sure that would make him see the error of his ways.

Far from it! It only made him treat her more harshly and coldly than before, while he did not reform his own ways in the least.

Queen Mary showed her sympathy for the Duchess in her wrongs, although the Duke was related to her, his aunt having married the Queen's brother. There was a great State ball at Buckingham Palace, to which the Duchess was invited by the King and Queen, while the Duke was pointedly omitted.

When the Duke heard of this he was furious and gave orders that his wife should not be admitted to their town house when she came home from the ball. For some years, by the way, he had been accustomed to stay away from this house every night and not to speak to his wife during the day.

As a result of this order the Duchess could not get into her own house when she came home, about 4 o'clock in the morning. She tried the house of a relative of her husband and could not get in there. In consequence all London heard the next day that the Duchess of Westminster had been driving around in her best clothes with no place to sleep in.

The Duchess declared that she would have her rights and her divorce and tell all about the Duke. Queen Mary, with her customary solicitude for the dignity of society, sent for the Duchess and urged her to bear her wrongs for the sake of her children and the example to others. The Duchess promised to defer any action for a period.

Then the war came and at that time she would not think of bringing her private wrongs before the public. A few months after the armistice she gave notice of her divorce proceedings.

A short time before the case came into court, it is understood, the Queen sent for the Duchess and made a final effort to dissuade her from her action.

"Remember," said Her Majesty, "that we are not put here to enjoy ourselves, but to do our duty to the best of our power. Think of that, and you will be able to forget your grievances by occupying yourself with your children and doing your duty in that rank of life to which you have been called."

"Your Majesty," said the Duchess, "I am determined to live my own life and seek happiness for myself. I don't care a rap for the dignity of society."

And so the Duchess will not only lose all the great houses, estates and honors that go with the dukedom of Westminster, but she will not be the ornament of court festivities any more.

The Duchess of Westminster Wearing Some of the Historic Jewels of Her Husband's Family Which She Has Given Up, Including the Famous Knot of Diamonds and Rubies Seen on Her Corsage.

"After-Easter" Gowns

by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York City, and No. 1400 Lake Shore Drive, Chicago.

A Dancing Gown of Satin Embroidered in Silver.

A Gown for the Most Elaborate After-Easter ...tions

Tinsel Edged Tulle Constitutes the Straight Drapery T Covers the Silver Tissue Slip of This Dancing Gown.

By Lady Duff-Gordon
("LUCILE")

EASTER and the weeks that follow are times of rejoicing. Apart from the great spiritual significance of that day and those weeks, there is in the season the welcome that every heart accords to Spring.

A time of rejoicing is a time for light gowns—light of texture and light in colors. It is a rare and sombre Spring in which we see much black. When spirits were in mourning, in the cruel time of war, much black was worn in France. There appropriateness is the key of all attire. The women elected to wear black at all times and on all occasions.

But in happier times, boding those which assuredly will be still happier, we have turned our backs—or, if not our backs, our shoulders—upon the hue of night. This Spring we will see pale shades and vivid hues. Wherever women are gathered together there will be all the hues of a variegated garden in June.

The gowns which are pictured to-day for your information and entertainment are my conception of appropriate after-Easter apparel. They are a group of evening gowns.

The large middle figure offers for your inspection a model for the most elaborate after-Easter functions. The foundation robe is of light and pliant silk. The gown proper is of net richly trimmed with inset bands of lace tissue interwoven with metal embroidery. The bands are set in horizontal trimming near the hem of the over robe. Other ...ming are insets ...ating at the waist line and ending at the broad, horizontal band. The over dress of net is further trimmed by a short flounce about the hips, which is edged by narrower bands of metallic ribbon. The low bodice is enriched by a horizontal inset of the lace tissue. Contrast and greater richness of effect are afforded by a short velvet sash ending in a crush bow and short ends at the side.

Of rich simplicity is the second of these after-Easter dresses, a picture of which you see in the lower right-hand corner. The slip is of silver tissue, rather tightly drawn at the bodice and skirt. Tinsel edged tulle constitutes the straight drapery that is doubled about the hip line. The silk tissue of the bodice is finished about the bust line by a garland of flowers fashioned of the metallic silk. The sleeves are almost negligible. Observe the straight line from shoulder to bust. It is the part of artistry never to break this line, the loveliest line of the figure feminine.

The third figure, appearing at the upper left hand, presents a dancing gown of satin embroidered in silver. The girdle is of the silver embroidery upon satin. The otherwise simple expanse of satin in the front of the skirt is broken by an irregular design of the silver embroidery.

For The Spring Wedding

BY LORETTO C. LYNCH

An Acknowledged Expert On All Matters Connected With Household Management

The day when the whole family had to sacrifice the very necessaries of life that the bride might have a wedding far out of keeping with her social position is, I hope, passing. Sensible girls, who know that they cannot afford the elaborate weddings of the ultra-fashionable, will do well to revert to the simplicity in the matter of weddings which the really wealthy girls have made so popular.

A girl's wedding day is that important day in her life when the rest of us should do everything in our power to relieve her of every detail that may in any way make her the tiniest bit unhappy or distressed. A bride should not arrive at her wedding hour so tired from attending to a thousand and one last minute details that she is just at the end of her nerves and far beyond the stage where one may enjoy the great day.

And so the wedding should be planned well in advance so that the last minute details are few indeed. We always connect feasting with weddings. If one can afford to do so, it is well to hire a caterer. But with the high cost of labor today, the average bride cannot afford the services of a caterer.

The kind of refreshment served will depend somewhat upon the hour of the day. The woman who prepares the food will do well to plan a few simple dishes rather than many often beyond her ability to prepare properly. Let us suppose that the wedding is an evening affair. It will be followed by a fancy sort of supper.

It is well to start off such a meal with a relish or an appetiser. Grapefruit (sliced) or a fruit cocktail is often used. For twelve servings allow six grapefruit, six oranges and at least one dozen canned cherries. Pare the fruit, remove seeds and tough core and cut it into half-inch tubes. Thoroughly chill the fruit and serve piled high in fancy dessert glasses. Garnish with cherries.

A good chicken salad is acceptable to most people. It is well to choose this dish because it may be prepared well in advance and does not spoil by standing. Three four-pound chickens will make sufficient salad for a dozen guests. Either roast or pot-roast the birds. Remove the skin and bones and dice the meat. This may be prepared the day before, wrapped in a towel and stored in a covered receptacle in the refrigerator.

Five or six stalks of table celery should be cut into small pieces to mix with this shortly before serving. Mayonnaise should be mixed into the salad but a short time before serving, as it thins down too much if it is mixed in too far in advance.

Three heads of lettuce will give sufficient leaves for bedding a dozen or more salads. A can of pimentos cut with a heart shaped cutter into numerous loving bright red hearts will be quite appropriate to the occasion. Olives are also used as a garnish for salads. Rinse off the brine that comes with bottled olives and chill the olives thoroughly before using. A salad as well as the plates upon which it is served should be chilled well before serving.

Tiny rolls are appropriate to serve with salads.

Besides ice cream and small cakes there must be a wedding cake. And since others besides invited guests expect a piece of "the" cake it is better to make up at least ten pounds. Any of the better stationery shops will sell you appropriate little boxes for serving individual portions. Some of these are covered with white paper and others are covered with lovely white bridal satin.

Of course, no wedding cake worthy of the name is really cheap, but I have tried to select a recipe not too expensive for the average purse, which is necessarily a bit more elastic on these great occasions.

WEDDING CAKE

One pound of butter, 1 pound fine sugar, 1 pound flour, 12 eggs, 2½ pounds currants, 2½ pounds raisins, ½ pound citron, 1 teaspoon soda, ½ teaspoon ground cloves, 1 teaspoon cinnamon, ½ teaspoon ground mace, ¼ pound candied peel chopped, ¼ pound nuts chopped, and 1 nutmeg ground.

Add the fruit and nuts, as well as the peel to the butter and sugar, which have been creamed together. Stir in the well beaten eggs and the flour sifted, with the soda and spices. Beat well. Bake in two loaves in pans lined with greased paper, about two and one-half hours in a moderate to slow oven. This recipe makes about ten pounds of wedding cake.

Hints For The Household

A little turpentine rubbed with a clean cloth over a faded carpet will restore its color.

Mixed with warm water turpentine is an excellent polish for windows, mirrors, and glass globes.

To clean front doors, take a clean piece of flannel and dip it in a mixture of two tablespoonfuls of turpentine and one tablespoonful of sweet oil. Rub all the finger-marks and other dirty spots with this and they will quickly disappear. This does not injure the paint. Finish by rubbing the paint with a clean piece of flannel.

* * *

To fill up cracks in woodwork, make a paste by boiling six ounces of flour in a quart of water. Add a little alum. Soak several old newspapers in this until the whole is of the consistency of putty. This can be pressed into the cracks with a blunt knife. When dry it is quite hard, and may be painted to match the woodwork.

* * *

New glassware should never be used until it has been treated so that it is rendered tough. To do this place it in a large pan, pack up the pan with cold water, round well with hay and then fill. Bring to the boiling point very slowly, then turn out the gas and leave until cold before removing the glass.

* * *

Cold-water starch, after being used, may be used again. Allow the starch to settle, pour off the water, and place the sediment in a warm place over night. In the morning it will be found that the starch has dried into a cake, which can be broken up and used again.

* * *

A good finish for varnished surfaces, such as counters and tables which are exposed to excessive wear, can be made of water glass. It can be spread on evenly with a varnish brush.

* * *

When separating eggs break them one at a time into a small funnel over a glass or cup, when the whites will pass through into the cup and the yolks will be left in the funnel.

* * *

Pottery flower vases often make a spot wherever the bowl is set. To prevent this, warm the vase and pour in enough melted paraffin wax just to coat the inside.

The Road

(From Contemporary Verse)

The silence of the little room
Speaks of eternal things:
Green-covered valleys, flower-filled;
The rain; the clouds; brown land, new-tilled,
And all the wondrous silences
In God's most holy places;
The leaf that flutters through the wood;
The thrush's calling, understood
By some far mate in distant tree
Beyond the woodland witchery,
Across the white and winding road.
O road to lead me to my rest,
Your open arms, your waiting breast!

NORREYS JAPSON O'CONOR.

TODAY'S TOILET HINTS.

A RARE COLLECTION ON BEAUTY HINTS FROM NEAR AND FAR. HOME RECIPES.

Getting Rid of Feminine Moustaches.

"Practical Suggestions."

To women who are annoyed by disfiguring downy hair growths a method of permanently eradicating the same will come as a piece of good news. For this purpose pure powdered pheminol may be used. Almost any chemist should be able to supply an ounce of this drug. The recommended treatment is designed not only to remove the disfiguring growth instantly, leaving no trace, but also to actually kill the hair roots without irritating the skin.

How to have Thick and Pretty Hair.

"Home Talents."

Soaps and artificial shampoos ruin many beautiful heads of hair. Few people know that a teaspoonful of good stallax dissolved in a cup of hot water has a natural affinity for the hair and makes the most delightful shampoo imaginable. It leaves the hair brilliant, soft and wavy, cleanses the scalp completely and greatly stimulates the hair growth. The only draw-back is that stallax seems rather expensive. It comes to the chemist only in sealed ¼ lb. packages, which retail at half-a-crown. However, as this is sufficient for twenty-five or thirty shampoos, it really works out very cheaply in the end.

Blackheads, Oily Pores, etc.

A unique new method instantly removes and corrects them.

The new sparkling face-bath treatment rids the skin of blackheads, oiliness and enlarged pores almost instantly. It is perfectly harmless, pleasant and immediately effective. All you have to do is to drop a stymol tablet, obtained from the chemists, in a glass of hot water, and after the resulting effervescence has subsided dab the affected portions of the face freely with the liquid. When you dry the face you will find that the blackheads come right off on the towel, the large pores contract and efface themselves and the greasiness is all gone, leaving the skin smooth, soft, and cool. This treatment should be repeated a few times at intervals of several days in order to make sure that the result shall be permanent.

Grey Hair Unnecessary.

A simple, old-fashioned home-made lotion that will restore the colour of youth.

One need not resort to the very questionable expedient of hair dye in order not to have grey hair. The grey hair can easily be changed back to a natural colour in a few days time merely by the application of a simple, old-fashioned and perfectly harmless home-made lotion. Procure from your chemist two ounces of tammalite concentrate and mix it with three ounces of bay rum. Apply this to the hair a few times with a small sponge and you will soon have the pleasure of seeing your grey hair gradually darkening to the desired shade. The lotion is pleasant, not sticky or greasy, and does not injure the hair in any way.

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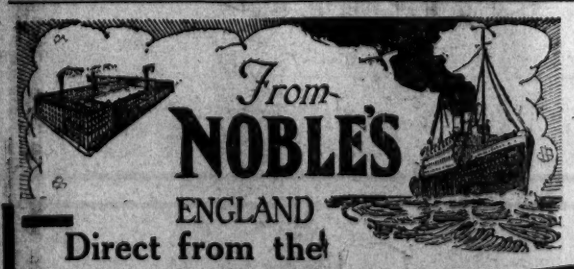

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AUTOMOBILES

SHANGHAI, SUNDAY, MAY 16, 1920

POINTERS ON AUTO RATTLES

License Plates And Lamps Often Noise Producers And Brake Rods Beat Tattoo

It is when you drive your car over rough roads that all sorts of rattles and squeaks are heard, most of which you cannot locate. The next time you are confronted with this problem, the first thing to do is to attempt to find the location of the sound—that is, whether forward or rear. After that keep in mind the kind of a sound it is, whether tinny or more solid in character. The average owner lets the parts remain loose until the car goes to the shop, all because of his inability to find the exact cause. Here is an easy way to trace certain noises:

Fenders are commonly blamed for a lot of noises caused by license plates, hoods, lamps and other attached parts. When the car is stopped, grip the fender firmly and pull and push it in all directions. If you can detect any looseness first find out if the supporting brackets are loose. These brackets are attached to the frame and to the fender.

The bolts holding the bracket in place against the frame or the fender attachment may be loose and these may easily be tightened. Some fenders have insufficient points of attachment, so that no matter how tight they are against the bracket they will make a noise. Some owners rivet an extra piece to such fenders and bind them more firmly against the frame. The makeshift method is to force sticks of wood between the fender and the frame to cause binding.

MUD APRONS OFTEN RATTLE

Mud aprons and mud pans are common causes of noises sometimes difficult to find. The apron on front under the radiator is usually held in place by small bolts and nuts. If these become even slightly loose the apron may cause an uncomfortable noise because of car vibration alone. The underpan attached to the frame often becomes noisy because of frame weaving.

Owners sometimes attempt to trace a noise and tighten everything in sight without getting results. Head lamp glass fronts will confuse an owner in this way. They will rattle in their frames and emit a ting sound very much like that of a loose license plate.

In company with the noises mentioned is that produced by a cooling fan. Few owner suspect a fan of making a noise, but loose blades or end play in the fan often produces the tiny sound so common to the cheaper grades of cars.

Some of the low priced cars are fitted with radius rods ad poorly designed gearshift mechanisms. The radius rods must have freedom of movement up and down, but not necessarily sideways. In going over rough roads these radius rods may rattle and make it very difficult for one to given an exact location to the sound.

Brake rods when they are long or of small diameter and not well supported at the ends will rattle in the same way. The radius rods usually have some means for preventing rattle, but the brake rods have not. Because the brake rods move it is very difficult to provide means for preventing them from rattling. In some cars wooden guides can be installed; in others a coil spring arrangement can be used.

ANTI-RATTLERS FOR FORDS

The usual difficulty is in finding some point of attachment for the anti-rattling device. For the Ford car and certain others, special anti-rattling devices may be purchased at accessory stores.

A most peculiar sound is produced by the hood when frame weaving causes it to move. Often it produces a squeak. The pads (often of leather or fabric) between the hood and cowl and hood and radiator, when badly worn make the sound worse. Some owners oil these pads so the hood will slide over. In the cheaper cars it is almost impossible to cure a hood from making noises.

Spring shackles with side play may be noisy on a road that is only slightly rough. Often the sound is like an engine knock and the owner does not know what on earth to look for. This sound may sometimes be heard only when a turn is made.

Speedometer gears, the speedometer shaft, loose steering tie rod or drag link are other causes of peculiar noises often difficult to find.

The best method to use to find any of the noises mentioned is to handle each part. For example, if the head lamp glass fronts are suspected thump the glass with the hand and listen for the sound. If the tie rod is suspected grasp it firmly in one hand and try to shake it to produce the sound you hear when the car is in motion.

New American Motor-Cars

The 8-Cylinder King

A COMING INVASION

(By Our Motoring Correspondent.)

London, March 13.—In the days before the war the American motor-car was generally given the benefit of the doubt. That is to say that, in comparing it with British, French, or other European makes its own origin provided it with at least half an excuse for any shortcomings. The first American cars to reach this country were, in truth, so very indifferent. As time went on, and America learnt a few lessons from Europe in motor construction, American cars began to take a more or less recognised place among the cars of the world. Then they became surprisingly better; but they were still a long way behind their European rivals, except in the matter of first cost.

After about the year 1912 they took a sudden jump forward. Cars arrived in the British Isles, in the Colonies, and in France, which showed a considerable advance on anything the factories of Detroit, Toledo, and Cleveland had previously produced. They were able, in a certain degree, to compete with the best European makes. Still, they were not really so good. There was nearly always something lacking in either design, construction, or performance. They were very often what is called "soft." Such softness would have never been condoned in a European car of the same class, but, because it came from America, the machine's shortcomings (sometimes important, sometimes quite minor in character) were dismissed with the explanation, "Oh, well—American, you know; not quite the same as the big makes over here. Young industry."

We are today faced with a real American invasion. As it was explained in an article in this column last week, the pioneers of the invading army are upon us. They are not as so many of them were in a previous half-hearted attempt to invade us, a score of different makes—cheap, nasty, and unwanted in their own country. They are drawn from the motor ranks which correspond to our own best known firms. There are not very many of them—yet. But they come of America's best stock. In a way it is a compliment. The American manufacturer has evidently realised that he cannot hope to capture the British or any other educated market with rubbish such as he sent over a few years before the war. He is sending forward the Guards—the pick of his factories; and though there may be only a half-dozen makes engaged, there are plenty of cars to sell. One historic American firm has 100 completed cars specially earmarked for the London agency, ready for immediate embarkation. Others are receiving cars regularly every month, or oftener. It is real business and no bluff.

A FORMIDABLE FIGHT AHEAD

What chances have these redoubtable vehicles against our own? They have a fairly formidable fight before them. It is true that they can be had almost immediately, and without exorbitant premium: but their prices are nearly as high as most of our best cars of the same class. If they come up to expectations they will prove a grave danger to our industry. If they fail to make a good showing we must still go short of cars—but the British motor industry will survive. It is proposed to discuss a few of the latest arrivals in The Times. The time is now past for excuses on the grounds of nationality.

The first car on the list is the eight-cylinder King. This is a powerful touring car costing something over £1,100 as sold here. As prices seem to have increased, on an average, over 100 percent, it competes, therefore, with the kind of British car which used to cost between £450 and £600 before the war. I have taken this car over two separate runs, with an interval of a few weeks, an arrangement which enables one to get a better idea of the car's capabilities than a single trial.

The eight cylinders of the engine, which have a bore and stroke of 78 by 127 millimeters, are set in the usual "V" fashion. I am not enamored of this arrangement principally on the score of inaccessibility. It renders simple operations like the changing of a valve spring decidedly onerous. It is, however, the orthodox method of setting up an eight-cylindered engine, and, whatever its faults, must be accepted as standard. The King engine is no greater sinner on the question of accessibility than any other. In fact, pains have evidently been taken to make the owner's duties as light as possible. There is the usual three-speed gearbox, centrally controlled. The brakes, which work on the rear wheel-drums, are powerful and smooth in action.

There is plenty of life in this car. Certain multi-cylinder cars, while displaying, as they ought; a considerable degree of flexibility, often lack real "fire." It is a patent fact that it took the makers of the earlier six-cylinder cars far longer to reach a decent level of liveliness than it did any maker of a four-cylinder. The King, however, showed itself pleasantly responsive. It accelerates with very great rapidity and holds high speeds with ease. A feature of the throttle control is that there is a "normal" range and an "extra" range. You depress the pedal to a certain point, which suffices for all ordinary driving. If a sudden effort is needed, a call for big power, further pressure beyond the "normal" stop sends the car forward with refreshing "ginger."

The hill-climbing is very good. Any ordinarily steep hill, with a gradient not exceeding one in six, can be taken comfortably on second gear. Any hill with a gradient of one in ten or under can be climbed on top gear without straining the engine. Ordinary traffic can be traversed easily on top gear. On either gear, with open throttle, the engine makes very little noise. It is well-balanced, and no noticeable vibration period could be detected.

The suspension is fairly satisfactory. The car's running would be improved by the fitting of hydraulic shock absorbers. It holds the road well, and, if necessary, fast cornering can be safely attempted. One does not often want to do this, but in climbing easy winding slopes it is pleasant to know that one can swing round the bends without throttling. Incidentally, this steadiness means tire economy.

EUROPEAN IN COMFORT

The coachwork is particularly good. The upholstery is satisfyingly deep, and the occupants sit well down. In many American cars the seats are too high up for British taste, and the passengers are exposed to searching winds. In the King the accommodation is nearly European in comfort. The finish is good throughout, and the general appearance of the car is pleasing. The comfort of the owner-driver is seen to in a variety of minor directions, notably in the provision of an excellent inspection lamp, which is housed in the back of the front seats, and which can be carried to any point of the car. There is also a fitting which should form part of every properly appointed car—an engine-driven tire-pump, forming part of the chassis-plan, and not added as an extra. The usual dashboard instruments are provided, and are of excellent quality. There is, of course, an electric engine-starter. The hood, when all side curtains are fastened turns the car into a temporarily closed body.

As prices go nowadays the King should be good value. It appears to be a solid, well-designed, and soundly constructed car. It is fast and smooth-running, it is easy to drive, and it looks attractive. It is rated at 28-h.p., but it plainly develops considerably more. It is a car which must be seriously considered as a rival to our own in the same category.—*The Times.*

TITUS JOINS RENAULT

Announcement is made by George B. Warner, general manager of the Renault factory branch, that Frederick J. Titus has joined his staff as sales manager. Titus is a veteran in the automotive business in this country.

The post-war line of Renault products includes several models each of passenger cars, motor trucks, tractors, aeroplanes, aviation motors, marine motors, stationary engine sets, electrical automotive equipment, etc.

Titus will be remembered as an idol of the fans in the heyday of bicycle racing, when he long held championship laurels. He was the first American to win the world's hour record, which he attached in 1899.

KAPSDRY FOR MOTOR HOODS
(TRADE MARK) AND
RHINOHYD COMMERCIAL HOODS AND AGRICULTURAL SHEETS
THE Exact Materials used by BRITISH WAR OFFICE for their WATERPROOF COVERS
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Motor Lorries Fill Your Need
TO KEEP your haulage expense on a paying basis—your transportation facilities must be kept working night and day.
Sickness of animals, difficult roads, climatic conditions, do not have to be considered if you are FEDERAL equipped.
If your business demands longer hours, greater speed and real economy, you should not overlook the FEDERAL Motor Lorry.
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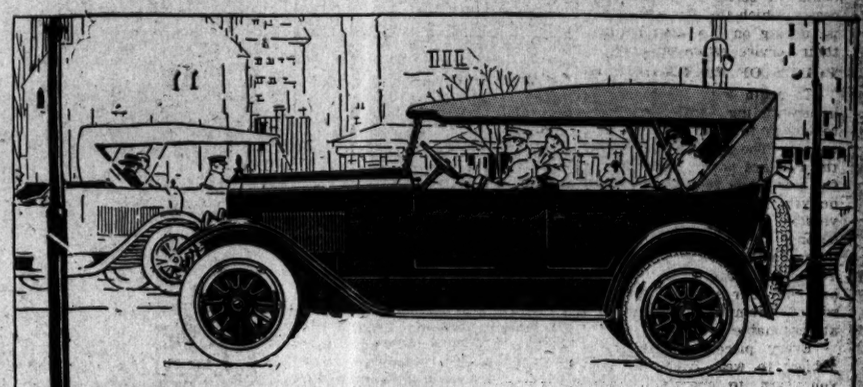
KING EIGHT CYLINDER AUTOMOBILES
This year's models retain all the mechanical excellence which has given the King a world reputation for reliability, and offer one hundred new refinements in chassis and body. The most economical car for its power built in America.
Four body models
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ARKELL & DOUGLAS, Inc.
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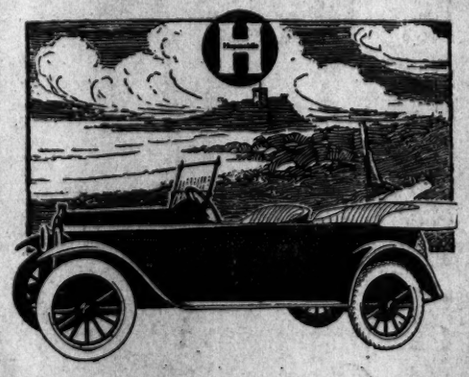
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Extra strong, rigid frame.
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Semi-irreversible steering gear; strong construction.
Detachable engine head; easy to grind valves or remove carbon.
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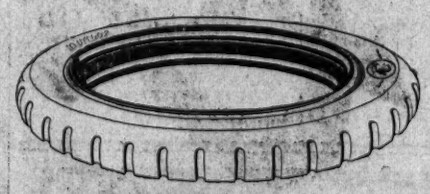
Until further notice, we are offering a discount of 20% off the prices shewn in our Motor Tyre Price List, dated May 15th, 1920

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Service To Owners Plan To Popularsie Packards

The important place occupied by improved service in the automotive transportation of today, facilities necessary to the furnishing of it, the policy that much underlie it, and the system on which it should be standardised, were discussed the other day by distributors for the Packard.

"Service such as responds to the Packard ideal begins with the designing and building of the vehicle," said the agent, "and it accompanies the car or truck clear through the factory and distributor organisation into the hands of the owner and throughout his entire transportation experience with that vehicle. It is in the mind of the engineer when the first plans are drawn, and it is equally in the mind of the driver when he is properly educated in the use of the product.

"A standard interpretation of this ideal, one that shall be uniform in practice and result the country over, to the end that the owner will realise in his personal experience the transportation values built into his vehicle by the manufacturer, is the moving force behind a series of perfecting processes which the Packard company is urging on its distributors for their service establishments.

POINTS OF PACKARD POLICY

"To begin with, we have a clear understanding with every customer as to what service he may expect. The two cardinal points of the Packard policy, adhered to now for more than 20 years are, first, to deliver to the customer the best vehicle we can produce, and, second, to treat him and every other Packard owner exactly alike. The other features of this policy are that our service shall be furnished promptly, courteously, and at reasonable price.

"Every piece of mechanism is subject to wear from the moment you begin to operate it—and the motor-driven vehicle is an highly-organised piece of mechanism. Besides designing the best it knows how, and insuring the design in the building, Packard maintains a constant series of mechanical and field tests at the factory to develop in advance of the owner's experience any indications of possible improvement in any parts. Added to the results of these tests are the operating experiences reported by and solicited from 60,000 owners. The data so collected is organised by the statistical division of the service department, and serves as a guide to the engineers in concentrating on improvements and as an indicator to the factory service department as to what parts to have on hand in anticipation of demand.

"Prepared mentally to serve the Packard owner, we undertake to provide that service in a capable establishment, run on business-like methods. The service station possibly cannot have the mahogany furnishings of the show room, but it can invite the owner into a clean, well-lighted, well-kept, orderly office—in its turn the front office of a well-equipped, well-managed shop. Here the owner meets an executive—a man who by personal experience knows Packard vehicles, but who by vision and ambition has 'pulled himself out of the rut.' The service manager discusses with the owner his service requirements.

IS BUSINESS-LIKE

"These evidences of a business-like establishment which greets the owner are on the surface of a complete organisation worked out by the Packard factory and adopted by us. Even in planning the layout of our office and shop, we insured economy of space and time and labor—an economy shared by the owner—by profiting from the experiences of Packard service stations the country over, made available to us by special effort of the factory service department. From those details of the physical appearance and arrangement of our station to the essential of the right personnel, our whole establishment is Packard.

"One thing the owner bringing or sending in his car or truck for service wants is his vehicle back on the road, in good condition, as fast as possible. Thanks to the operations of a factory within a factory—the Packard's service department factory at the main plant in Detroit—and to a carefully devised system of ordering parts, we are equipped even to replace parts, if need be, in a surprisingly short time. You would be astonished to know how far above 90 percent is our record for furnishing parts immediately on demand. This ability goes back to a system of record keeping and parts ordering based entirely on Packard determination to help the owner keep his vehicle in use the maximum amount of time.

"Another element in which the owner requiring service is interested is the probable cost of repairs or readjustments. We furnish him an estimate based, not on guesswork, but on carefully-calculated costs. In the price set for his 'job' the Packard owner finds himself profiting by a whole succession of economies—an efficiently-directed force of mechanics, working under the best of conditions as regards light, air, room and wages, and supplied with every special tool which the experience of Packard men the country over suggests as a time saving means of doing a particular task; a systematised method of effecting repairs in the quickest, least expensive way known to the whole Packard organisation; an adequate stock of materials, most of them products of the factory's service factory, where the economies of large-scale production always are in force, and both distributor and owner get the benefit to them.

OWNER'S CONVENIENCE

"Packard service begins with a forward look to the day when the future owner, operating the vehicle, will need these organised facilities. Today our service is reaching farther than ever into the experience of the owner. We are doing our best out here, just as they are back at the factory, to reduce the number and frequency of his service requirements. We find the best way through education, so we are offering the owner-driver and the employed driver the benefit of a school in which men who are expert in both the construction and the operation of Packard products are showing those who own and drive them how to get all the transportation values built into them.

"We frequently say that a car or truck is as good as the service behind it, and from that standpoint we can assert with more confidence than ever the leadership of the Packard."

PERSONNEL CHANGES

Recent personnel changes in the Goodyear Tire and Rubber Company are: I. R. Bailey, manager of the mechanical goods department has been made assistant sales manager; D. R. Burr, formerly manager of the mechanical goods department, is made manager to succeed Mr. Bailey and C. A. Jones advanced to assistant manager of the department.

Columbia Dry Batteries

When Your Engine Stops

When family auto, truck, tractor, or motor boat chokes up and loses its gait, it is then that you realize the advisability of carrying an extra set of **Columbias.**

Columbias put the spark of life into engines, autos, trucks, and tractors; they ring bells, give speech to telephones, light lanterns, make motor boats go.

Wherever battery power is needed, **Columbias** are the simplest source—full of energy to the very brim. Steady, reliable—proof against trouble.

Look for the Eagle Trade Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made

Dealers—Immediate deliveries can be made. Write for catalogues and details from

Anderson, Meyer & Co., Ltd.
4 Yuen Ming Yuen Road
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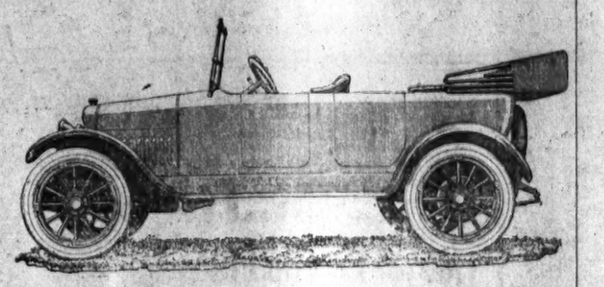
MAXWELL CARS

THE Maxwell Car is practical and simple in construction. There is no overweight and consequent "drag." It is easy to build and therefore well built.

The Maxwell Car can be taken care of by any owner without calling in experts every fortnight.

It is so simple that it is everlastingly reliable. Making the Maxwell Motor Car simply means that the buyer can save a handsome sum in the purchase as well as in subsequent upkeep.

300,000 Maxwell users throughout the world have found that the Maxwell original simple chassis construction saves them money every day.



MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.

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Export Distributors
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More miles per gallon
More miles on tyres

E. W. FRAZAR & CO., 5 Rue de Paris, Tientsin.
THE SHANGHAI GARAGE CO., LTD., Bubbling Well Road, Shanghai
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In this new Firestone Plant 16,000 3½-inch tires can be built daily.

By devoting a huge factory exclusively to this size of tire, Firestone has been able to cut the cost of every manufacturing operation. We recommend them to you as the most nearly perfect tire of this size that the world's market offers.

The Central Garage Co.
2a Jinkee Road Shanghai

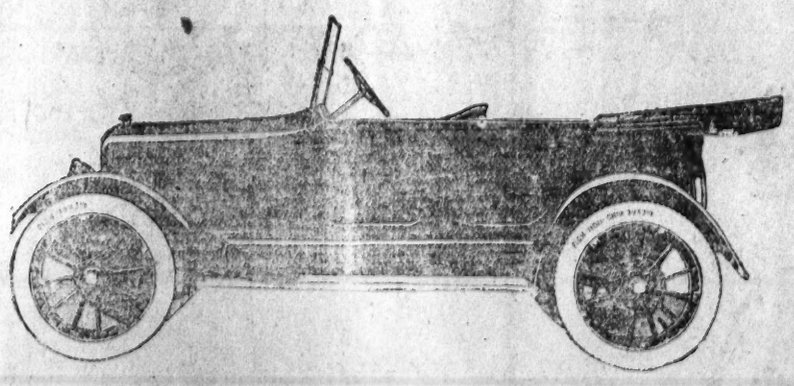
MOST MILES PER DOLLAR

Firestone

Overland

TRADE MARK REG.

Has Arrived! Have You Seen It?



THREE-POINT CANTILEVER SPRINGS

are the principal feature of this beautiful new model OVERLAND, which is the success of the year at all automobile shows. Ask us to take you for a run in one, and prove for yourself the absence of vibration, which ensures the acme of comfort in motoring. These springs protect the mechanism of the car, thereby effecting a great saving in upkeep expenses. The light weight of the car means less petrol and oil consumption and longer tyre mileage.

Large Car Luxury and Comfort at Small Car Cost

THE CENTRAL GARAGE COMPANY

2a, Jinkee Road, Shanghai **SOLE DISTRIBUTORS** **Telephone, Central 3809**

NEW STUDEBAKER PLANT DESCRIBED

$15,000,000 Invested In Factory For New Light Six, Upsetting Old Tradition

By H. A. BIGGS

(General Sales Manager, The Studebaker Corporation)

When the Studebaker Corporation decided to invest $15,000,000 in a great, modern automobile plant for manufacturing the new Light Six it upset a tradition in the motor car industry. For here was a new car, which then, as now, had not been marketed. Tradition would have suggested the erection of a small plant or of devoting a part of our present factory equipment to the manufacture of this new model, expanding our facilities as the demand for the car increased. That would have been the ultra-conservative policy for us to follow. That, in fact, was the way it used to be done in the younger days of the automobile industry.

PLANS GO TOGETHER

There is an interesting parallel between the story of the $15,000,000 plant in South Bend and the new Studebaker Light Six. When the idea of this lightweight quality six-cylinder car was first conceived our construction department began to work on plans for its home. About the time the design was completed plans for a great new factory were ready.

After the test car had proven itself in actual service, fully measuring up to our expectations, construction work on the new plants went ahead and a steady stream of these new cars will soon be pouring out of the great new factory at South Bend. Production plans call for an ultimate capacity of 150,000 cars annually. The other Studebaker models, the series 20 Special Six and Big cars, will continue to be built in the Detroit plant of the corporation.

SURE MARKET EXISTS

Our reason for investing $15,000,000 in a new plant and planning an annual output of 150,000 cars, even before the first new Light Sixes get into the hands of the owners, is the market we are sure exists for this car.

The new plant covers 85 acres and the buildings represent more than 3,000,000 square feet of active floor space. That means the addition of 12,000 new employes within a few months, with thousands of additional workmen to be added as production is increased.

Absence Of 'Yearly' Models' Helps Owners

Used Car Values Are Kept Stable In Case Of Hudson Says Houpt

"It is only a few years ago that automobile styles and designs changed as frequently as the seasons," says Harry S. Houpt, president of the Hudson Motor Car Company of New York.

"Six months after its purchase a car was out of date and would only command a fraction of its first cost when put on the market for resale.

"In those days it was a common saying that the depreciation of an automobile was approximately 60 percent the first year. Manufacturers then were bringing out new models every year, and therefore the depreciation of the models already out was unnecessarily heavy.

"Hudson decided that such a system was unfair to the public. As a result Hudson cars have not undergone a single radical change since the announcement of the Super-Six. Instead there has been a refinement of detail and a steady growth toward perfection, the result of years of experience with approximately 80,000 cars in the hands of owners. As a result Hudsons command a high resale value, a point of the greatest importance to the automobile buyer."

GAMBLE BILLION ON CARS IN 1920

Amount Dealers Of United States Will Hazard On Booze Law

Automobile dealers will be gambling $1,000,000,000 in 1920 against the possibility of automobiles sold on conditional bills of sale and on mortgages being confiscated by the federal government because the persons to whom they were sold carried "moonshine" liquor in them, according to L. L. Fish, of the Honolulu Automobile Exchange.

Mr. Fish's statement was the result of recent decisions in two United States Circuit Courts of Appeal wherein it was held that if an automobile is seized for carrying liquor on which the federal revenue has not been paid the car is subject to confiscation, even though it has been only partly paid for. And likewise, the innocent owner will not be permitted to set up his claim for possession of the car because it remained unpaid for.

Mr. Fish estimated that 2,500,000 automobiles would be sold in 1920. The pre-war unit of sale was $736. Probably 75 percent of the automobile retail business, he declared, is done on time payment. Of this amount probably 25 percent is paid as an initial installment to enable possession of the car.

"A man may drive out of a dealer's establishment with an automobile upon which he has made the first payment only, and an hour later the vehicle may be confiscated and the dealer's interest taken, too, if the buyer is arrested for having in his possession liquor upon which the tax has not been paid," he declared.

Mr. Fish pointed out that the dealers would have to go to congress and ask for an amendment to the revenue laws similar to that in the Volstead national prohibition bill, so that a mortgagee without knowledge of the wrongful use of his vehicle could reclaim it. Under the Volstead law a car may be confiscated also for transporting any kind of liquor, but if it is liquor upon which the tax has already been paid, and the car is used without the dealer's knowledge or consent, the dealer may reclaim the car.

Auto Mystery Is Now Solved

Many motorists often stop to ponder the question of what becomes of the oil consumed by the automobile engine. It is only recently that the engineers have discovered.

They have known that the average motor car requires a quart of oil for every 75 to 200 miles, depending upon the mechanical condition of the engine.

Many an engine, however, seems never to use any oil at all, but actually to manufacture it. A long series of laboratory experiments were required to determine what happens.

They were undertaken because the lubrication of the automobile is the most important point in its operation.

The engineers found that the greatest consumption of oil is due to evaporation. Just as water in a tea kettle goes off in steam, so does oil when subjected to the terrific heat of the engine go off in vapor.

The heavier or more highly refined the oil the less is lost in this way. The answer lies not in the use of heavy oil, because this would cause great friction in the oil itself, but in changes in manufacturing processes which are necessary to reduce evaporation.

The second great loss is due to oil "wearing out." The heat of the engine turns part of the oil into black sediment, which in turn has no lubricating value and which prevents the remaining good oil from protecting the fast moving parts. This is the greatest danger in oil.

After 500 miles of running many oils so "wear out" that half their bulk becomes sediment. This causes engine troubles such as burned out bearings, scored cylinders, rapid carbonisation.

Still a third loss is due to the fact that a part of the oil put in the cylinders. An infinitesimal proportion, carried up by the pistons, is always left in the combustion chamber, where the explosion burns it off. Most of this burned oil leaves the engine via exhaust.

Whenever a car smokes badly it means that oil of the wrong body is passing the piston rings or that the engine is mechanically imperfect or that poor oil is being used. Other losses are due to leakage and are readily prevented.

NEW ERA IN USED CARS

A. B. Christie, manager of the Studebaker Used Car Department, says: "Used car selling has come down to a point where the buyer knows exactly what he wants and is much more critical that the buyer of a new car. The old method of selling used cars 'as is' is no longer effective. My sale records of used cars show that business was good over the winter months, and I expect the big rush to begin now. Many hundreds of used cars will be purchased and many hundreds more will have ready buyers, if we can get them."

MOSLER

Our complete Illustrated catalog—an encyclopedia of practical and actual necessities for motoring—sent to you on request.

VESUVIUS
"FORD" SPECIAL SUPERIOR
SPITFIRE TRACTOR

Member of—Chamber of Commerce of the United States; National Association of Manufacturers of the United States; American Manufacturers Export Association.

SPARK—PLUGS

Mosler Spark Plugs are the finest spark plugs made in the United States.

Their absolute certainty of operation and sturdy construction insures the most permanent and lasting service possible in a plug.

No two motors are alike, therefore, a different plug for every motor is necessary.

There are a variety of Mosler Spark Plugs to suit every individual motor requirement.

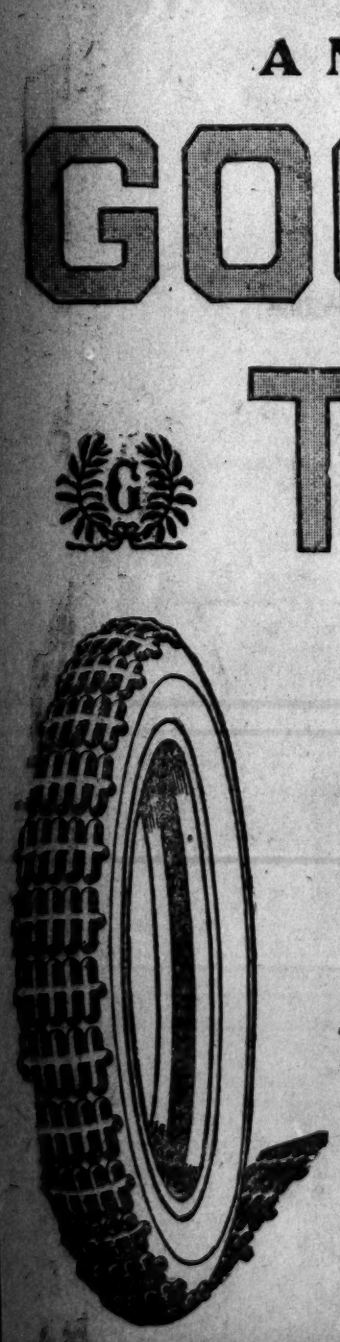
The United States Government, during the war, bought more Mosler Spark Plugs than any other individual brand.

Send for "MOSLER ON SPARK PLUGS" a booklet that tells the right plug for your motor. Free on request.

SOLE FOREIGN DISTRIBUTORS
AUTOMOBILE SUNDRIES COMPANY
Manufacturers and Exporters of Everything for the Motor Car
18 Broadway NEW YORK, U. S. A. 5 Beaver Street

A NEW SHIPMENT OF

GOODRICH TIRES



Has Just Arrived from the U. S. A.

We now have an enormous stock of a complete range of sizes (Inch and Millimeter), and can execute orders for any number of tires

GOODRICH SILVERTOWN CORD—GOODRICH SAFETY TREAD—GOODRICH RED INNER TUBE

"Best in the Long Run"

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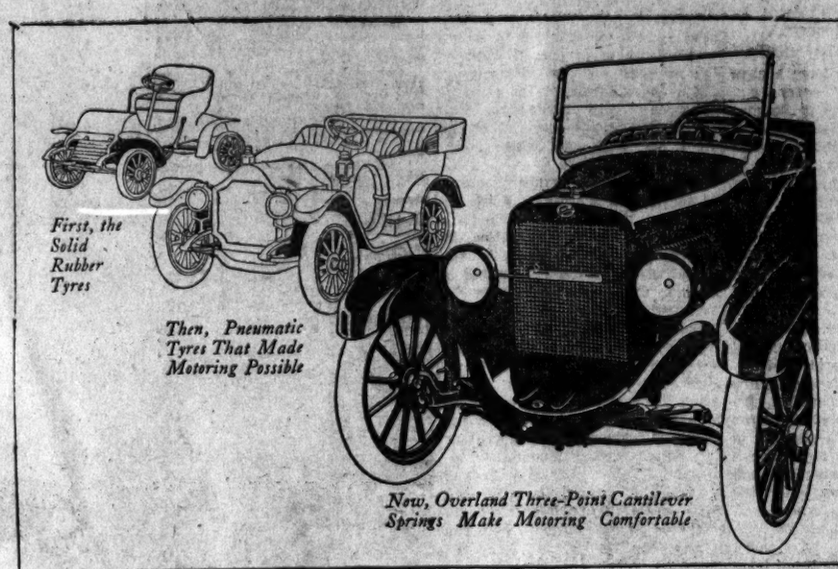

First, the Solid Rubber Tyres
Then, Pneumatic Tyres That Made Motoring Possible
Now, Overland Three-Point Cantilever Springs Make Motoring Comfortable

First, Solid Tyres; Then, Pneumatic Tyres; NOW, Three-Point Cantilever Springs

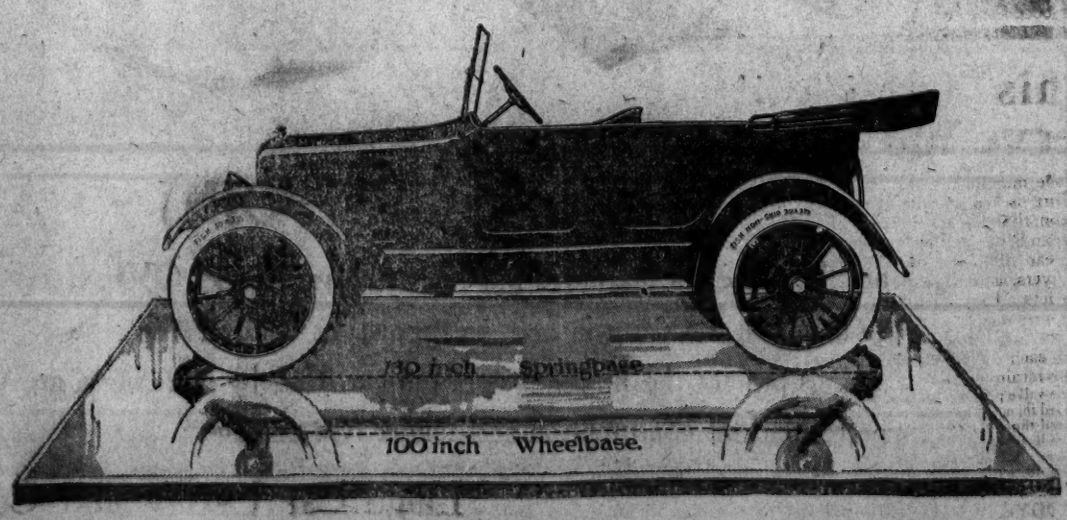
THE NEW OVERLAND 4 Motor Car puts an end to vibrating over the highways. The discomfort to passengers and the injury to car, due to side-swaying, twisting and bouncing, need be endured no longer.

The diagonal attachment of the exclusive Three-Point Cantilever Springs at the ends of a 130-inch (3.3m) Springbase gives to the Overland 4 with 100-inch (2.54m) wheelbase the road steadiness of the car of long wheelbase.

These Springs protect the mechanism of the car, making a great saving in up-keep expense. Light weight means less petrol and oil consumption and longer tyre mileage.

The Overland 4 is completely equipped from Auto-Lite Starting System to Tillotson Carburetor.

You must ride in the Overland 4 to appreciate its comfort.



The Central Garage Co.
2a Jinkee Road Shanghai

THE JOHN N. WILLYS EXPORT CORPORATION
New York, U. S. A.

How To Get The Best Out Of Your Motor Car

Care and operation of an auto is exceedingly simple when the principal parts of the car are understood. A careful study should give sufficient information to enable you, with very little effort, to derive from your car all the economy service and pleasure that "motor car satisfaction" implies.

Make it a habit of going over your car oftener. Lubricants are cheaper than parts, and the few minutes spent in systematic lubrication not only will be the means of saving considerable money, but a safeguard against annoying troubles and delays on the road. Remember that wherever one part moves in contact with another, wear is bound to take place, and the best way to minimize wear is to lubricate. Too much oil is better than none. Do not flood every oil hole. A coating of oil is bound to attract dirt and grit which will work into the bearings and cause scoring that is excessive wear. If oil is spilled on the outside take pains to wipe it off. Cleanliness is certainly a virtue, as far as lubrication is concerned. Don't put into your transmission, universal joints, or differential, fresh oil without first draining out the dirty contents.

Do not use too light a grade of cylinder oil. It is likely to cause the car to smoke.

BEFORE LEAVING GARAGE

When cranking car do not have the throttle open too wide. By keeping the throttle partly open (about one-fourth on the quadrant) the suction is greater at the jet and the throttle valve constitute an obstruction which assists in breaking up the gasoline or vaporises it to a much finer degree.

If motor refuses to start, your switch may not be on property. Examine gasoline gauge. Mixture may be too weak or connections may be bad, etc. Don't touch any adjustments or parts until you are perfectly sure what causes the trouble. Much loss of time and a great deal of trouble is caused by changing adjustments without knowing what the trouble may be, and thereby getting into worse trouble. When in doubt, don't do anything. Sit down, think it over, and analyse the problem, or send for your mechanic at once. It is often best.

CARE AND OPERATION

Keep exterior of motor clean. This adds to appearance of your car.

Don't put oil in the engine without first making sure it is free from lint dirt, etc.

Don't pace the engine when it is not driving the car. There is no worse abuse.

Don't leave your ignition switch "on" when motor is not running.

"Don't tamper with your carburetor unless you know just what you are doing.

Don't start motor with wide-open throttle or advanced spark.

Don't drive with fully retarded spark.

Don't drive with your feet on the clutch or brake pedal.

Don't neglect to keep the radiator filled with water.

Don't run your motor with battery disconnected.

Don't fail to inspect the level of liquid in the storage battery two or three times a month.

Don't let your car stand with head lights full on. It runs your battery down.

Don't attempt to start motor with any of the transmission gears in mesh. Have gear shift lever is neutral.

Don't neglect your tires; use the pressure gauge and maintain pressure recommended by the tire maker.

Don't drive fast on wet or slippery streets.

Don't drive fast around turns or over rough roads.

Don't apply brakes suddenly except in case of immergency.

Don't allow your clutch to engage suddenly.

Don't attempt to shift into reverse gear when going ahead.

Don't fail to tighten up spring clips at end of 1,000 to 1,500 miles.

Don't fail to make use of choker when starting. Allow motor to warm up to its work before attempting to drive fast.

Don't expect the motor to warm up in a minute any more than you expect a kettle to boil as soon as it is set on the stove. It takes time to heat.

Don't fail to keep car under control.

Don't drive on crowded thoroughfare until you thoroughly master the operation and driving of the car.

Never drive your car at a speed over 10 miles an hour low gear.

Don't pour water into an empty or nearly empty radiator when the motor is excessively hot. It may crack the cylinder or water jacket.

CARE OF BATTERY

The battery should be kept charged at all times. If allowed to remain in a discharged condition for any length of time the plates will become sulphated and the battery rendered unoperative. Pure water must be added to all cells at sufficiently frequent intervals to keep the solution at the proper height. Never add acid. Use no water containing small quantities of mineral salts of any kind. Distilled water melted artificial ice or fresh rain water that has not come in contact with iron pipe or tin roofs should be used. In handling or storing the water use only a clean non-metallic vessel. Keep the top of the battery dry and do not lay tools upon it. They might short circuit the terminals and ruin the battery by too sudden discharge. If acid is spilled wipe carefully with a piece of waste or cloth dipped in amonia water.

The following are diagnoses of common troubles that every car owner should know:

Stopping of Motor. 1—Out of gasoline. 2—Disconnected wires. 3—Out of oil (indicated by knocking in motor followed by stop).

Missing of Motor. 1—Bad spark plung. 2—Broken or disconnected wire. 3—Dirt in carburetor. Motor will probably spit back through carburetor. 4—Loss of compression in any cylinder. Valve may be stuck or there may be dirt under it. Valves may need regrinding to re-seat them may be a weak valve spring. 5—Water in the gasoline. Motor runs and then quits, and then runs again in fits and starts. (This is the most difficult to classify.)

Loss of Power—The motor will run, but not pull on grades or under heavy load. Loss of compression due to valves not seating properly. 2 Too rich a mixture through carburetor flooding. 3 Late ignition. Retard spark. 4 Out of water or oil and motor running hot. 5. Lack of gasoline. If lack of gasoline through stoppage of pipe, etc., the motor will spit back through the carburetor when throttle is opened. 6 Dragging brakes. 7 Flat tires. 8 Mixture too weak, due to dirt in carburetor.

Motor will not start—1. Switch not turned on. 2 No Gasoline. 3 Mixture too weak.

Motor Knocks—1 Abnormally advanced spark. 2 Too rich mixture. Motor speed too slow when pulling on hill on direct drive. 3 Loose connecting rod bearing. (Light knock at high speed.) 4 Crank shaft bearings loose. (Heavy pounding at low motor speed under heavy load.) 5 Too much play in valve push rod. (Light tapping sound.) 6 Carbon in cylinders.

Water boiling and steaming—1 Low supply of water. 2 Too rich gasoline mixture. 3 Carbonised cylinders. 4 Lack of oil. 5 Late ignition. 6 Broken or inoperative pump.

Care of body and washing—Great pains are being taken by the factory that makes your car to give it a fine and beautiful finish with as high a luster as possible. If you allow the finish of your car to be quickly spoiled by lack of care all the painting and polishing will not give it as high a luster as received at the factory.

Nothing will ruin the appearance of your car, more quickly than lack of care in washing. If mud is allowed to dry and harden on the body, the finish when washed will be spotted and all the polishing in the world will not restore the luster. So after a run through the mud wash the car with a stream of cold water from a house with the nozzle removed. Never direct a strong stream against the body. The force of the water will drive the dirt and grit into the varnish, destroying its brilliancy. Never use hot water. The ferquent use of cold water on a new car will materially aid in hardening and seasoning the varnish, making the finish more durable and lasting. Do not use a sponge to remove mud or dirt from the body, but after soaking off with a stream of water go over the body with a soapy sponge to remove grease and oil. Be very careful in your selection of soap for washing the car. It must be chemically neutral, free from alkali or acid. Castile or Ivory soap is recommended, but even these should be used sparingly. Never use on the body a sponge that has been used for washing the wheels and running gear. Grease and dirt is bound to remain in the sponge regardless of how thoroughly it is cleaned. When the surface is thoroughly cleaned rinse off the soapy water before it has had time to dry and then wipe the body as dry as possible with a chamois skin that has been soaked in water and wrung out. When the chamois becomes quite wet rinse in clean water and wring out. If water is allowed to dry on the finish it will leave dull spots.

Mud that accumulates in the cells of the radiator should be flushed out by directing a stream of water through the radiator, from the rear, not from the front. This will avoid danger of wetting any part of the engine which would be apt to develop short circuits if soaked with water.

In washing out the front compartment remember to see if the battery is underneath the floor boards or in any part where it is apt to become wet. If it becomes wet immediately wipe it dry.

Don't direct strong stream of water on the wheel hubs and brake drums the water carrying grit with it might reach the bearings.

Never attempt to remove a thick coating of dirt from the body with a cloth or feather duster, wash the car and avoid scratching the finish.

INSURE your MOTOR CAR

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LIBERAL CONDITIONS AND MODERATE RATES

This Tube Will Serve You Better

IN the manufacture of Goodyear Tubes all effort is concentrated on the important function that Goodyear Tubes shall hold air better and longer than other tubes.

Goodyear rolls the *finest rubber* into tissue-thin layers, and then from many such layers constructs a laminated tube, vulcanising the whole into one.

And we get *extra thickness* by using extra layers, each of which adds to the tube's life and air-retaining capacity.

Even the valve patch is made integral with the whole—vulcanised in, not stuck on—and in this one feature is eliminated the commonest cause of tube troubles.

When we have done, we have a tube that *holds air better, lasts longer, does better all things a tube is meant to do.*

For the good of your covers why not buy Goodyear Tubes *next* time?

A section of a Goodyear Tube separated to show layer-upon-layer construction.

Goodyear Tubes are laminated. That means that many sheets of pure tissue-thin gum are built up layer-upon-layer until they assume a full thickness. They are then completely vulcanised together.

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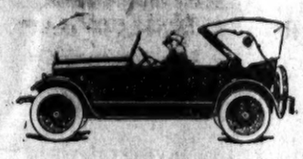
SHANGHAI

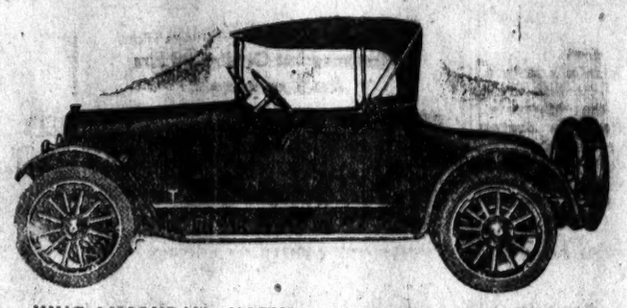
GOODYEAR TUBES

KING "8"

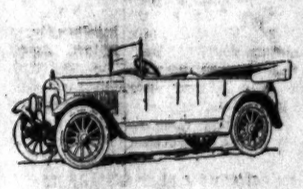
THE CAR OF NO REGRETS



KING FOURSOME; VICTORIA TOP



KING LIMOUDAN: NOTHING FURTHER NEED BE SAID



KING TOURING IDEAL FAMILY CAR;

We respectfully refer you to a write-up in today's The China Press, reproduced from the London Times of Saturday, March 13, 1920, written by their motoring correspondent. It is the greatest unsought for, unpaid for, unpurchasable commendation ever given any automobile, and that by the most powerful newspaper in the world.

THE REPRODUCED ARTICLE on page 4 Automobile Section, is no ordinary piece of publicity.

ITS appearance in THE LONDON TIMES—well named "The Thunderer"—was a complete surprise to the King Motor Car Company.

THE TIMES "Correspondent" must have examined one of the numerous King cars sold in England by our London distributors, Messrs. Salmons and Sons—and then formed his own independent conclusions.

The article is in no way a 'puff' for American cars. Rather, the tone is somewhat hostile and all its commendation for the King is more in the nature of a goad to English manufacturers to watch and meet American competition.

After stating that the type of Amercan cars originally sent to England were not high grade, THE TIMES "Correspondent" says that the makes now entering England "are drawn from the ranks which correspond to our own best known firms. * * * There are not many of them—yet. But they come of America's best stock." And further—

"The American Manufacturer * * * is sending forward the Guards—the pick of the factories; and there may be only half a dozen makes engaged."

THE TIMES pays the King the high tribute of placing it *first* on the list of American cars to be reviewed, in these words: "It is proposed to discuss a few of the latest arrivals in THE TIMES. * * * The first car on the list is the eight-cylinder King."

The Correspondent then describes the car itself—"I have taken this car over two separate runs, with an interval of a few weeks."

"There is plenty of life in this car * * * it accelerates with very great rapidity and holds high speed with ease." "If a sudden effort is needed, a call for big power, further pressure beyond the 'normal' stop sends the car forward with refreshing 'ginger.'"

"The hill climbing is very good. * * * Any hill with a gradient of one in ten or under can be climbed on top gear without straining the engine. Ordinary traffic can be traversed easily on top gear."

"It is well balanced and no noticeable vibration period could be detected."

"The coach work is particularly good. The upholstery is satisfyingly deep. * * * In the King the accommodation is nearly European in comfort. The finish is good throughout and the appearance of the car is pleasing.

"As prices go nowadays, the King should be good value. It appears to be a solid, well designed and soundly constructed car. It is fast and smooth-running, it is easy to drive and it looks attractive. It is rated at 28 H. P., but it plainly develops considerably more."

It closes by this warning, "It is a car which must be seriously considered as a rival to our own in the same category."

—BUT READ IT!

GET FREE LITERATURE OR ASK FOR DEMONSTRATION

Arkell & Douglas, Inc.

38 CANTON ROAD

VIGILANCE IS THE PRICE OF TIRE MILEAGE

'Speed Is Expense' One Standard Rule You May Be Sure Will Work

By H. C. Brokaw,
(Technical director of the West Side Y. M. C. A. automobile schools)

Possibly you think because his station in life is down at the bottom, where there are mud and mire, that the tire is not the aristocrat of the auto world. But you may be perfectly sure that Sir Serviceable Tire is worthy not only of your respect—if not veneration—but of your intimate companionship. Get acquainted with him at the first opportunity, for he is a friend—if you make him a friend—who goes with you through all kinds of weather and does not "blow up" unless you neglect him badly or the infirmities of old age overtake him.

The modern auto tire consists of a shoe and a tube—the former to resist the hard wear of road service and the tube to give the required inflation for cushioning the wheels. These two essentials were combined in the single tube tire in the early days of automobiling, but the increasing weights of cars and speed at which they are driven made the single tube impossible. The shoe is not elastic to any great degree, except for the thick rubber tread. The tube is elastic, confining the air which makes the cushion between bump and driver. It stretches taut the shoe, giving a firm, flexible contact with the roadway for traction, and absorbing the road shocks in large measure.

ABUSE SHORTENS SERVICE

Now, tires are a really wonderful piece of work. It is remarkable that they stand up as well as they do when you consider the car weight, speed and rough roads encountered. Yet the average driver is apt to say that tires make him tired—especially after he has to invest in one or more. He should realise their good qualities and not think they should stand any amount of abuse and still give maximum service. Having learned this proper respect, the next thing is a proper care through their lengthened career.

The rather marvelous development of the tire in the last fifteen years or so, through improved methods of manufacture and experience in meeting road conditions, has not been at the expense of the car owner. Tires are cheaper, even with war prices in vogue, than ten years ago. Of course, a cheap tire is not the sole desideratum. First cost, plus repairs and actual mileage given, alone will tell the tale of economy or waste—the cost per mile, the only safe guide in buying tires.

To keep down the cost per mile there are some things the owner must do. The manufacturers of most tires issue a pamphlet telling how the tire is made and how to take care of it. Get it and read carefully and follow the advice given. Some things it does not say, however. Perhaps the most important of these is that you should learn to favor the tires at the time of great strains, such as in turning corners, going over rough roads, new broken stone, railroad crossings and streetcar tracks and where the surface is rutty or dried or frozen when all cut up. Go easy. Spend a moment extra and save dollars.

LOOK AFTER SMALL CUTS

But, despite your care, there will be cuts in the rubber tread. Go over the tires regularly once a week or oftener and look for these cuts. Small ones should be sealed with cement before they get big. Larger cuts may need the putty-like repair material to be had of the supply dealer or may need vulcanising. But it should be attended to at once. Water will get into the fabric and it rots in amazingly short time, and then vulcanising does no good, for the strength of the fabric is gone. Sand works in as well as water and makes "blisters" alongside the tread.

Pressure on tires should be kept at the figure given by the manufacturer, not by guessing, but by gauge, and the reserve tire must be tested the same as those in use. If you have oodles of gold and do not care for expense you may prefer comfort to tire mileage, for the pressure demanded by some manufacturers makes the car ride hard—solid rubber would be no more unyielding. A car systematically overloaded will wear out tires faster; procure oversize tires to correct this evil.

Grease softens rubber. Keep the tires free.

Fast driving heats the tires, with faster wear, besides magnifying the bumps and giving a side swing which grinds the tires over the road.

If the front wheels are out of alignment it also grinds off the tread.

A harsh clutch does the same thing in starting abruptly, and brakes applied too rapidly also slide the wheels.

Brakes unevenly adjusted cause one tire to slide and grind.

Whirling around corners sometimes makes all four tires slide even when there is no bad skid.

HERE IS A GOOD TIP

On a wet day avoid roads where crushed stone has been newly applied. Rubber workers in our vulcanising school wet the knives with which they cut the rubber. Wet stones with sharp corners slice a tire like a knife.

Inner tubes puncture, but may be patched easily with the handy kits sold in tire stores, and there are handy vulcanising outfits for larger cuts which may be carried in the car. Blow-outs should be taken to the vulcaniser. New methods enable the expert to do wonders with tubes we used to throw away.

I do not want to recommend anything which will take all the joy out of life, but the owner who keeps a record of what his tires do and knows to a mile and to a penny their story will buy more intelligently than the hit-or-miss fellow. Because the tires during the life of the car cost about as much as the orginal price of the car, certainly one ought to be as particular about the tires as about the car. This manufacturer tries to show you how to save tire cost, and along with this the fellow who follows his advice generally has less road troubles with tires than he who neglects them persistently

First Ford Racing Car Shown At San Francisco

If the world required proof of the phenomenal development of the motor industry, "Old 999"—the old speed car which first brought Henry Ford's name to the motor world and with which Barney Oldfield won his first race—should be sufficient in itself.

"Old 999" was one of the honored exhibits at the fourth annual Pacific Auto Show, San Francisco. It is its first exposition, for it was only recently discovered in a Los Angeles junk yard. It is now prized by many as the most valuable car at the show, but this is due to the historic sentiment surrounding its eventful career, and not because of mechanical perfection.

FORD HAD FAITH

Eighteen years ago none of the automobile manufacturers dreamed of the progress that would be made in the construction of cars. Henry Ford, then unknown, believed he had the finest mechanism that could be put into a vehicle. That his belief was correct was demonstrated at the finish of Detroit's first auto race. His car, driven by young Oldfield, outdistanced the field, and as a result of this race Oldfield, Ford and "999" entered upon their promising careers.

In this car Oldfield held the race championship for two years and drove the first mile in less than one minute on a circular track. The trio then separated, Ford and Oldfield to take first places in their chosen lines and "Old 999" dropped from sight.

FEATURES OF CAR

Just what the car passed through during eighteen years until recently when William L. Hughson, president of the San Francisco Motor Car Dealers, plucked the relic out of a Los Angeles junk yard, probably will never be known. But the car today, aside from its history and early partnership with Ford and Oldfield, tells the story of motor development.

The highly standardised lubricating systems now in use were not thought of when the old racer was built. "Old 999" is minus a crank case for the oil reservoir large oil cups fitting on to the different bearings which had to be turned down every fifty to seventy-five miles, took care of the lubrication.

NO DIFFERENTIAL USED

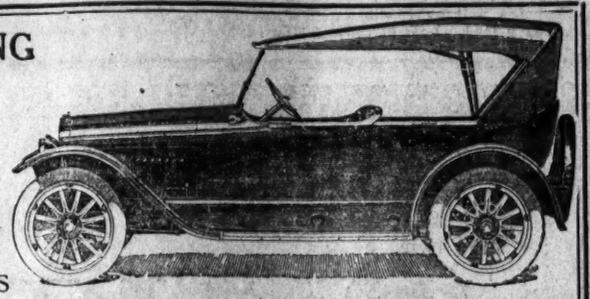
The differential systems also were unthought of. The old racer covered its fast miles and negotiated the sharp turns without a differential. The same principle of rear axles was used as are found on locomotives, the tires having to stand the strain of one wheel traveling faster than the other.

Instead of the radiator holding water, it was used merely for cooling it as it passed through the tube, a tank directly behind the motor being used to contain the water, from which it would go through the motor, passing into the radiator and back.

A straight bar served as the steering apparatus in "Old 999" time, two upright projections serving as hand grips for the driver.

But withal, the old racer still runs, and probably has been running the most of the eighteen years of its life.

INTRODUCING THE NEW Mitchell SIXES



1920 MODELS IN STOCK

Note that this 5-passenger model has a 120-inch wheel-base, and that in the new models there are embodied nearly 100 costly improvements.

ALSO JORDAN CARS IN STOCK

JOHNS-MANVILLE FIRE EXTINGUISHERS
Effective against Gasoline Oil Fire
Also fillers in stock.

VIKING TIRES are good tires at a good price Guaranteed 5,000 Miles.

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Watch your tires!
Look them over every day—
A soft tire causes the walls of the casing to crack and become rim cut. Always keep them inflated to the specified pressure. It will pay you.
We are selling Gordon Tires, all popular sizes, direct to Motor Car Owners.
TRIANGLE TREAD
TRIANGLE TREAD

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MUSTARD & CO.
22 Museum Rd. Shanghai.

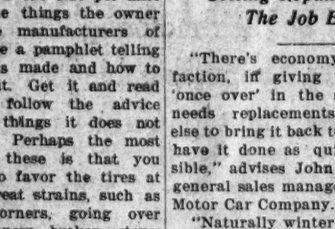
Spring Is Time For Automobile Overhaul

Satisfaction And Profit Too In Getting Repairmen On The Job Early

"There's economy, also satisfaction, in giving your car the 'once over' in the spring. If it needs replacements or anything else to bring it back to perfect form have it done as quickly as possible," advises John D. Mansfield, general sales manager of the Dort Motor Car Company.

"Naturally winter's toll is most severe and generally there is a reminder or two. This is where the old 'stitch in time' principle works out. When the car is restored to its best shape, almost as good as the day it was bought, riding in it is far more enjoyable; also it will fetch a much better price if you care to sell or expect to trade it in on a new car.

"Letting a car run down is false economy. Eventually it costs you are not happiest when rolling along the highways. Even little things you may think of no especial consequence develop into big items in repair bills if allowed to run on without interruption. Don't overlook anything, particularly after a winter such as we have had. Busy as the repair men are now they will be over their heads in work in a few weeks."



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The China Press

SPORT SECTION

SHANGHAI, SUN DAY, MAY 16, 1920

FIRST CRICKET MATCH IS DRAW

Scratch Elevens Compelled To Stop Game When Light Fails

PITCH IN GOOD SHAPE

Attention Paid To Grounds In Winter Months Is Evidenced Yesterday

Flannels appeared yesterday afternoon for the first time officially since last season when two scratch elevens captained by Messrs. E. O. Cumming and R. Grimshaw carried out a test watch on the Shanghai Cricket Club's ground.

The result of the match, a draw, was brought about by the failing light Mr. Grimshaw's eleven having garnered 122 runs for five wickets against Mr. Cumming's total of 180 all told.

With the pitch in fine condition, due to the attention paid same by Mr. Field during the winter months Messrs. Middleton and Clifford, both old timers at the game, faced Messrs. Cobb and Pearson. Mr. Cobb although new to Shanghai is an old timer having played good cricket in Hongkong Interport matches previous to his being stationed in Shanghai.

Cobb opened from the south end, bowling to Middleton with Pearson starting in at the north and after Middleton had opened the season's score board with a single to cover.

MIDDLETON RUN OUT

Both Clifford and Middleton played easy steady cricket during the opening stages of the game and although both bowlers, Cobb and Pearson, put in their best they were not able to dissolve the partnership. Pearson was relieved of his end by Allison, another new comer to Shanghai cricket, who showed both Middleton and Clifford that they could afford to take no chances. Both batsmen had become nicely set and were hitting out with confidence when Middleton was unfortunately run out. Before the dissolution of the partnership the score had been carried to 51, Middleton being responsible for 29 of the runs. (51-1-29).

Brotherton, who took Middleton's place, did not live long his wicket being Grimshaw's first blood of the season, through the instrumentality of Hayward who held Brotherton at mid off. Grimshaw had relieved Cobb and it was in the S. C. C's left handed change's third over that Brotherton's wicket fell. (52-2-1) McMeekin and Clifford now became associated and these two put up a fine stand carrying the score to 133 when Allison, who had changed to the south end, and had the advantage of the wind blowing to assist his fast deliveries, gave Clifford a ball which he had the misfortune to play on. (133-3-51) McMeekin did not carry on long after Clifford's departure but although he was not in as long as either Clifford or Middleton this player, with a good eye and hard hitting, had piled up 54 runs to his credit, top score for his side. (140-4-54) Hansell and Cumming became partners and though Cumming only remained to collect six to his credit Hansell who played good cricket throughout his innings, till the ball which found his wicket, stayed to fall the last wicket Allison being the responsible bowled. Hansell garnered 28 in good sound style.

HANSELL BOWLS GRINDROD

After the interval Grimshaw sent Thompson and Grindrod out to face Hansell and Tippin. The latter of the batsmen was the first to go pavilionwards due to Hansell, and Robertson who joined Thompson helped that player to carry the score to 8 before Tippin had him cleaned bowled. Thompson and Allison carried the score to 12 when Hansell took Thompson's wicket. Hayward joined Allison but the latter player did not live long succumbing to one of Tippin's deliveries after he had made 6 runs. J. M. Pearson joined Hayward and these two players after Hayward had been dropped at point when only 4 stood to his credit and again missed when his score was 20, carried on the best stand of the match taking the score to 122 from 55. Point's mistake and the miss in the slips gave Hayward a chance which this player was not slow to make use of. With his old time form Hayward played the best batting of the game studying every ball delivered him and hitting and placing just where Cumming had shifted his men from.

Previous to Pearson going in to bat E. A. P. Wood, son of the

(Continued on Page 2)

Sox Have Promising Youngster In Hiller

The Boston Red Sox have a promising infielder in Harry Hiller, who was with the Petersburg club in the Virginia League last season. The youngster has displayed splendid form at the Sox camp and, according to reports, is slated for a utility berth.

AMERICANS WIN MEET ON FIELD

Prizes To Be Awarded This Week After Protest Is Passed Upon

Three schools met in an interscholastic contest yesterday afternoon at Hongkew Park, the Shanghai American School winning the highest number of points with a score of 64. The Shanghai Public School was second with 61 points and the Thomas Hanbury School was third with 24 points. The Cathedral School was not represented.

A technical protest was entered and the prizes are not to be awarded until a later date but the boys of the American School expressed themselves as confident that the contest would be decided in their favor.

A large crowd enjoyed the events and the weather was excellent.

The results:

100 yards dash—1st, Perry, S.P.S.; 2nd, J. Guzdar, T.H.S.; 3rd, W. Way, T.H.S.; 4th, Elterich, S.A.S.—Time: 10 3-5 secs.

100 yards hurdles—1st, Moosa, S.P.S.; 2nd, Waters, S.A.S.; 3rd, J. Guzdar, T.H.S.; 4th, W. Way, T.H.S.—Time: 18 1-10.

One mile run—1st, Caccia, S.P.S.; 2nd, Viking, S.A.S.; 3rd, Fisher, S.A.S.; 4th, Siemsen, S.P.S.—Time: 5' 13 1-10".

220 yards dash—1st, J. Guzdar, T.H.S.; 2nd, E. Howe, T.H.S.; 3rd, Caccia, S.P.S.; 4th, Siemsen, S.P.S.—Time: 25 2-5.

440 yards dash—1st, Remedios, S.P.S.; 2nd, Caceia, S.P.S.; 3rd, Brewster, S.A.S.; 4th, Jacob, S.P.S.—Time: 56 4-5.

Throwing the Cricket Ball—1st, Rugh, S.A.S.; 2nd, Chase, S.A.S.; 3rd, Viking, S.A.S.; 4th, Carlson, S.P.S.—Length: 270 yards.

Standing Broad Jump—1st, Viking, S.A.S.; 2nd, Madar, S.P.S.; 3rd, K. Matsuf, T.H.S.; 4th, Chase, S.A.S.—Length: 8' 10".

Shot Put—1st, Rugh, S.A.S.; 2nd, Remedios, S.P.S.; 3rd, Haskell, S.A.S.; 4th, Dubb, S.A.S.—Length: 24' 7".

Pole Jump—1st, McDaniel, S.A.S.; 2nd, White, S.A.S.; 3rd, C. Chan, T.H.S.—Length: 7' 10".

Running High Jump—1st, Remedios, S.P.S.; 2nd, White, S.A.S.; 3rd, Haskell, S.A.S.; 4th, Weinburg, S.P.S.—Length: 5' 1".

Throwing the Discuss—1st, Rugh, S.A.S.; 2nd, Misha, S.P.S.; 3rd, Levis, S.P.S.; 4th, Waters, S.A.S.—Length: 83' 7".

Running Long Jump—1st, Moosa, S.P.S.; 2nd, Brewster, S.A.S.; 3rd, Joseph, S.P.S.—Length: 17' 1½".

SPORT AND STAGE

BY DOMINO

Twelfth Night is to be played at the Lyceum Theater next Saturday by the amateurs and booking is now open. It is interesting to note that a manuscript has recently been discovered in the "Land of Nod," where all things are got by a nod or a wink, and it bears marks about it that even Shakespeare would not recognise. The new discovery tells of the adventures of Mr. and Mrs. Jiggs in the region of "Blankety Blank Verse." Let me introduce you to some of the worst scenes.

Scene: A courtyard in the Palace of Jiggs.

(Jiggs is found seated. He is smoking, and as he sits he muses).

Jiggs: To go or not to go, that is the question.
Whether with Maggie or to Dinty Moore's?
The shrew would take me if I would or no
To some Twelfth Night, some high brow dope. Oh woe
Is me that e'er upon this earth I came.
I would to Dinty Moore's, for there this night
A party of the boys he entertains
To pork and beans for which my soul doth pine.

(Enter Maggie)

Maggie: Now varlet, why so lost in wicked thought?
Dost think thou canst sit still and let the world
Be bought by Ezra who of late 'tis true
Has bought the Kalee, collared Peking too?

Jiggs: Sweet lady let me look into thine eyes
And tell thee that—

Maggie: He lies, and lies and lies!
Thou canst not leave this house for knowst thou not
That Count Orsino comes to woo our child?
Our steward one Malvolio by name,
Will show thee how to bow and how to talk,
And if thou mak'st so much as one mistake
Upon thy soul the Lord have mercy. So!

Jiggs: The quality of mercy is not strained.
Then let thy mercy drop upon thy slave
That I to Dinty Moore's may wend my way.

Maggie: If you so much as leave this room the while
My blows shall fall like heavy hail from Heav'n
Upon thy head beneath. (Exit Mrs. Jiggs)

Jiggs: O woe is me
Maskee I'll find a way to foil the shrew
And ever to the boys let me be true.

(Enter Mutt and Jeff)

But who come here? They are a sorry pair,
Maybe they are the airmen late arrived
From Romeo to go to Juliet,
Who lives somewhere in Tokio they say.
How now! What would'st thou with me merry men?

Mutt: Friends, Romans,

Jiggs: True they come from Rome.

Mutt: Lend me—

Jiggs: Not much, now prithee what's thy game?
Exchange doth wabble so I nought can lend,
So get thee gone perhaps some Raven Trust
Will meet thy needs—

Mutt: Kind sir you do mistake
We are wayfarers that have lost our way.
We would to one yclept good Dinty Moore,
A visit make, for he this very night
Doth feast his friends on beans and flesh of swine
Like Charlie Shepherd, who provides the wine.

Jiggs: Come, I am for thee; I would go there too
But I am married to an Amazon
Who dares me leave the house. Can'st thou devise
How I may wander forth?

Jeff: Pray put me wise
I am a very solon and will plan
The means whereby we circumvent the dame.

Jiggs: Thou art the man, take thee for all in all
I shall not look upon thy like again.

Jeff: But stay, I must have recompense the while

Jiggs: And what is that? If Beer—my house is dry.

Jeff: Three thousand ducats or a pound of flesh
The price of thy release you now must pay.

Jiggs: 'Tis well but now invent the way that I
For this one night may scape from Maggie's care.

(Mutt and Jeff think)

Mutt: All the world's a stage
And all the men and women merely players
And so might Jeff now win immortal fame.
For list, this night Orsino and thy wife
Some Twelfth Night revels would partake therein,
And they would have you go along with them,
Be not afeared, I'll save thee from thy fate.

Jeff: Once more unto the breach, dear Mutt, once more
And tell thy plan

Jiggs: Aye prithee do thou knave.

Mutt: Thou knowst that the roads are now all up
That coolies wander here and everywhere
With shovels and with pickaxes the while,
That all the Bund is like a till-ed field
Well now I would bespeak me. It is so,
You take a motor from the Star Garage
Drive down the Jinkee road at merry rate,
Run over Jeff, thou canst not hurt his hide,
Step off and to the Nursing Home you take
The bruised reed—

Jiggs: Supposing he be killed?

Mutt: What matter that? 'Tis not a rare offence
For motorists now race the town so fast
That all they fear is but the quick and dead.
The quick are those who savee how to run
The dead are those who cannot.

Jiggs: Poor old Jeff.

Scene 2. (In Jinkee Road; Motor approaching rapidly. Jeff waiting)

Jeff: Now am I ready for the deed that saves
Poor Father Jiggs from wife and count.

(Toot Toot, crash and the motor passes)

Jiggs: Poor fellow, I knew him well, Orsino,
A fellow, of infinite jest.

Maggie: What comedy of errors have we here?

Jiggs: Fear not, sweet wife, all's well that ends well, so
You and Orsino get thee to the show
And I will take this fellow to the place
Where they will mend his broken limbs right firm—
And afterward will meet thee in the stalls.

(Maggie and Orsino depart. Jeff and Mutt appear from dark corner.)

Ah me what have I done? I did believe
That over Jeff's tough hide the car did pass.

Jeff: Fear not, thou hast no cause to moan
Twas but a coolie who for twenty cents
Did lay him down and over him the car
Did pass and never gave him hurt at all.

Coolie: My master maskee worry I blong good,
For plenty time the motor car I stop,
And all the time some cumshaw I can get,
No wanchee go to hospital or ward
That car no hurt, that car belong one Ford.

Mutt: Let the revels now begin.

Jeff: For Dinty Moore he rang up 499

And after waiting some three hours or more
Did get me and he says he'll meet
The boys and thee somewhere they call the Crest.

Jiggs: Tis well so let us away
The sun still shines through even the blackest day.

(They all exit).

(Continued on Page 2)

SPRING REGATTA NEXT SATURDAY

Meeting Of Shanghai Rowing Club Is To Be Continued For Two Days

DATES EARLY THIS YEAR

Crews Are Putting On Their Finishing Touches In Training At Henli

The Spring Regatta of the Shanghai Rowing Club is scheduled to take place next Saturday and Sunday, May 22nd and 23rd and if the weather conditions are at all propitious, the annual function up at Henli promises to be attended with every success.

The event is set down to take place rather earlier this year than was the case with former Spring Regattas, but training has not appreciably suffered thereby, owing to the fact that the advancement of the date for the annual general meeting allowed members to get together so much sooner this season and range up their crews accordingly.

The training is now nearing its completion and today most of the crews will be up at Henli putting in their finishing touches, and making test rows over the course on the Hsinyangkong. It is regrettable that the Regatta this year clashes with "A" Company's annual rifle meeting, and also with the races at Kiangwan, but it is to be hoped that many local residents will take advantage of the holiday on Empire Day, (Monday, the 24th inst.) and send up their houseboats to Henli, so as to enjoy three clear days in the open, the air up in that district being especially salubrious, and the surroundings in every way delightful at Regatta times.

The various crews probably will take their seats as follows:

INTERNATIONAL EVENTS

America.—Bow Humphreys; 2 Carl; '3 Edwards; 4 Haskell; 5 Dahlin; 6 Schlobohm; 7 Chaton; Stroke Ericson.

England.—Bow Goldman; 2 Brown; 3 Moore; 4 Brown; 5 Brown; 3 Stubbs; 7 Harder; Stroke Shelton.

Scotland.—Bow Bogg;; 2 Brodie; 3 Donald; 4 Cameron; 5 Grant; 6 Macdonald; 7 Macdonald; Stroke Wilson.

The World.—Bow Hansent 2 Kryginaun; 3 Meyer; 4 Meyer; 5 Rasmussen; 6 Andersen; 7 Brussendorff; Stroke Jensen.

INTERNATIONAL FOURS

America.—Bow Doblin; 2 Schlobohm; 3 Chaton; Stroke Ericson.

Denmark.—Bow Andersen; 2 Brussendorff; 3 Rasmussen; Stroke Jensen.

England.—Bow Brown; 2 Stubbs; 3 Harder; Stroke Shelton.

Scotland.—Bow Grant; 2 Macdonald; 3 Macdonald; Stroke Wilson.

GRIFFIN FOURS

Bow Day; 2 Heal; 3 Day; Stroke Atkinson.

Bow Nash; 2 Clash; 3 Evans; Stroke Ford.

GRIFFIN PAIRS

Four crews will be available from the two boats' crews in the Griffin Fours; and in addition there will be a Danish Pair.

JUNIOR-SENIOR FOURS

Bow Brown; 2 Henry; 3 Goldman; Stroke Brown.

Bow Faers; 2 Yates; 3 Meyer; Stroke Meyer.

JUNIOR SCULLS

Only 2 entries.

Andersen (Danish).

Saunders (American).

FORM OF THE CREWS

A few words as regards the form shown by the various crews may be in order.

Eights.—Of the eights, the English have been the longest in training and are showing up well, though there are one or two weak places in the boat and it is only quite recently that they have definitely settled on their crew.

Scotland has an exceptionally light crew and this boat has not been out very often. They should, however, give a very good account of themselves on the 23rd.

The Americans have so far not shown much style, the boat being very ragged.

The "World" aggregation has probably been out least of all, but with its experienced stroke should be well up in the picture at the finish.

According to present indications England or Scotland should finish the 1½ mile course in first place.

Fours.—The American four are well trained and will probably get the verdict.

The English have, trying to find the most suitable men, changed their crew too often and have not settled down sufficiently to real hard work together.

The Danes have three men in their boat who were in the winning boat last year at the Spring Regatta and may pull off a surprise packet this year.

Scotland has had her crew out fairly regularly, and should give the other boats a good race.

Pairs.—Very little training is done in the pairs, ordinarily, as the members of these crews are men already rowing in fours and eights. All the crews, however, are fairly evenly matched, and a good race is anticipated.

In addition to the races above mentioned, there will be a Sailing Race, the organisation of which is in the capable hands of Mr. E. T. Byrne; a motor boat race and, probably, the "Veterans" and "Mixed Fours" events.

At this coming regatta, all those who have in any way been connected with the Rowing Club, and many others who regularly make the semi-annual trip up to Henli on the occasions of the two regattas, will sincerely regret the absence of Mr. Duncan M. Graham, who leaves us next Friday on transfer to Hongkong. His connection with the Rowing Club extends over the best part of two decades, and the committee of the club, to which he has been elected continuously year after year, will greatly miss the advantage of his sound advice, founded on his invaluable experience in all matters of in Far Eastern oarsmanship.

In coaching, he is second to none; during the training seasons he has generously given a large proportion of his available spare time to beginners and others wishful to improve in style, and only those who have made the effort to lick a lot of griffins into respectable shape for a regatta know just what this means. His absence will be most keenly felt by the Scottish members of the club, of whom he was the doyen, (as indeed he was of the whole club, having regard merely to those still active in the sport) and it is only necessary to recall how, in 1917, when Mr. Graham was unfortunately absent from a regatta, the Scots failed to enter a crew, in spite of the fact that they had the necessary material in the Club.

Twin Mermaids, Sixteen, Threaten Laurels Of America's Best

Ruth and Eleanor Smith. INTERNATIONAL.

Ruth and Eleanor Smith, of New York, sixteen-year-old sensations in the athletic world. They recently defeated America's best women swimmers in the fifty-yard contest at the Meadowbrook Club, Philadelphia. They have been swimming only four years, but already are threatening the laurels of the women champions.

Newmarket Stakes

(Reuter's Service)

London, May 12.—The result of the Newmarket stakes run today was:

Allenby	1
Paragon	2
Polumet's	3

Six ran. Threequarters of a length between 1 and 2. One and a half lengths between 2 and 3.

Betting. 9 to 4 Allenby, 7 to 1 Paragon, 7 to 2 Polumetis.

At The Theaters

Miss Hazel Boyd, the original "Charles Chaplin," and Mr. Willis West, the original "Abie Cohen," late members of the American Musical Comedy Company, will appear at the Apollo, commencing Monday night, in their celebrated impersonations, songs, dances and patter.

Beside these attractions, Marie Osborne's greatest hit, "The Voice of Destiny," in five parts, will be screened. The film is full of tense, big and gripping scenes and depicts a wonderful throbbing drama.

On Thursday, Friday, Saturday and Sunday, Miss Boyd and Mr. West will appear at the Apollo in their original sketch entitled "Abie off the Yacht." Lewis J. Selznick's Select picture, A pair of Silk Stockings," will also be presented.

For the matinee today, the Apollo will screen "The Firefly of Tough Luck," a five part drama, and the 13th and 14th episodes of Elmo the Mighty."

Tonight, "The Gipsy Premier," a musical comedy will be presented.

AT THE VICTORIA

Farewell week programs will be presented by the Humphrey Bishop Company beginning at the Victoria Theater tonight at 9:15 o'clock. An all-star vaudeville will be staged tonight and the program will be changed every night.

AT THE ISIS

The exciting events of the Rome-Tokio Flight will be depicted at the Isis tonight in conjunction with the great society drama, "A Fool's Paradise."

AT THE TOWA CINEMA

The ninth and tenth episodes of "The Red Glove," featuring Marie Walcamp, will be seen at the Towa Cinema tonight. The usual Japanese drama will complete the bill.

AT THE OLYMPIC

Lenore Ulrich in "Kilmeny," a romantic story of a child of the woods transplanted to the city, will be seen at the Olympic Theater for three nights only beginning this afternoon.

BIG DIVIDEND RACE FEATURE

Seven Collect $840.20 As Exchequer Bill Romps Home In Lead

RUNAWAY IS THRILLING

Crokam Has Wild Ride Twice Around Track When Bridle Slips

The payment of one of the biggest pari-mutuel dividends of recent years and a somewhat spectacular runaway on the track were outstanding features of yesterday's sixty-fourth race meeting of the International Recreation Club at Kiangwan.

The big dividend, amounting to $840.70 was paid in the second race to those who picked Exchequer Bill to win. In all seven people backed the pony while 430 backed the favorite Eastward Ho! and 115 Riposte, second choice favorite. Eastward Ho! finished second and Riposte third.

The runaway happened when the fifteen starters in the sixth race were called to the starting post. Mr. Renniks' Bradbury, ridden by Mr. W. G. Crokam, freed himself of bit and bridle and dashed away with his rider. He kept a headlong pace all the way around with his rider clinging on grimly. It was thought he would be checked after completing the circuit of the track at the point where the field of starters was grouped waiting, but the chestnut pony dashed on through them without slackening his pace and again circled the track to a point near the grandstand before he slackened his pace enough for his rider to dismount and adjust a makeshift bridle. He had run about two and a half miles without pause before he was led from the track.

All of the events held the interest of one of the biggest crowds that Kiangwan has seen this year. The summary of events follows:

1.—The Novices Race.—Value $300. 2nd pony $125. 3rd pony $100.—One and a half miles.

	lbs.
Mr. J. L. de Zutter's br. Ladis, Mr. T. Hulthen	151—1
„ G. G. C. Harper's ch. Lightning Raider, Mr. Harper	148—2
„ Yale's bay Little Nemo, Mr. P. C. Wu	151—3

Also ran: Yellow Paper, (Mr. L. Sih), The Pirate, (Mr. A. S. Yih), Persimmon, (Mr. L. F. Soong), Coriolanus, late Yangtse-Kiang, (Mr. Brand-Sorensen), Victor, (Mr. J. B. Manley), Astrai, (Mr. H. W. Ip), Haruna, Mr. H. Tomono; Motorist, (Mr. Matsumoto).

Won by a neck; ½ length. Time 3.19 3-5.

Pari-Mutuel—for win, $19.20; place, $6.40; $9.30 and $66.90.

Cash sweep—1st, 27; 2nd, 395; 3rd, 77. Unplaced—36, 188, 302, 201, 364, 87, 351 and 362.

2.—The Brocklesby Stakes.—Value $300. 2nd pony $125. 3rd pony $100. For China ponies.—Five furlongs.

	lbs.
Mr. Risk's grey Co-Insurance, (Mr. Crokam)	155—1
„ Robson's roan The Dancing Bird, (Mr. J. K. Brand)	155—2
„ K. D. Soo's grey Kowloon, (Mr. F. R. Vida)	158—3

Also ran: Victoria, (Mr. L. Lih), Frotman, (Mr. J. A. Hayes), Charing Cross, (Mr. Knoll), Daffodil, (Mr. A. S. Yih), Full House, (Mr. J. Liou), Dusty Miller, (Mr. Heard), Oronoco, (Mr. H. W. Ip), Golden Feather, (Mr. Bremner; Trustland, (Mr. H. F. Hu), Climax, (Mr. T. Hulthen), Eastern Star, (Mr. J. C. Bauld), Rupee Bill, (Mr. Harper), Reputation, (Mr. T. U. Yih), Play Thing, (Mr. W. Hill) Soft Thing, late Bythe, (Mr. R. Moon), Medina-Sidonia, (Mr. Dalgarno), Grantis, (Mr. L. F. Soong), Aida, late Drumsiek, (Mr. J. E. Cameron).

Won by half length; half length.

Time 1:12 3-5.

Pari-mutuel—for win, $46.70; place, $11.60; $7.80 and $13.70.

Cash sweep—1st, 499, 2nd, 37; 3rd, 71. Unplaced—34, 507, 142, 223, 430, 132, 146, 400, 486, 377, 258, 87, 375, 311, 379, 14, 212 and 471.

3.—The Juvenile Plate.—Value $300. 2nd pony $125. 3rd pony $100.—One mile.

	lbs.
Messrs. J. Gubbay and N. W. Hickling's grey Exchequer Bill, (Mr.	

(Continued on Page 2)

BIG DIVIDEND RACE FEATURE

(Continued from Page 1)

R. Moon) .....145—1
Mr. S. B. M. Bremner's grey Eastward Ho! (Mr. Bremner) .....150—2
Messrs. Fay and Seth's ches Riposte, (Mr. Heard) .....149—3

Also ran: Red Sea, (Mr. S. Yih), Ivanhoe, (Mr. T. N. Yih), Invoravon, late Golden Melody, (Mr. Cameron), Heating, (Mr. F. R. Vida), Oldsmobile, (Mr. P. C. Wu), Strathmore, (Mr. Crokam), Jaunty Jock, (Mr. Grayrigge), Wistful, (Mr. H. W. Ip), Barometer, (Mr. Knoll), Dryland, (Mr. H. F. Hu), Evening Star, (Mr. W. Hill), Cape Horn, (Mr. T. Hulthen), Sancy Thing, (Mr. Brand Sorensen), Mulderg, (Mr. J. C. Bauld), The Dandy Bird, (Mr. Brand), Makasa, (Mr. J. Liou), Moonlighter, (Mr. Rowe).

Won by a head; one and a half lengths.

Time 2:05 1-5.

Pari-mutuel—for win, $840.20; place, $75.40; $9.20 and $22.60.

Cash sweep—1st, 352; 2nd, 50; 3rd, 557. Unplaced.—383, 299, 193, 179, 271, 506, 440, 579; 482, 559, 86, 386, 78, 583, 578, 414 and 247.

4.—The Littleport Plate.—Value $300. 2nd pony $125. 3rd pony $100.—One and a quarter miles.

lbs.

Messrs. Toeg and Gubbay's gray Triumph (Mr. Knoll) .....157—1
" Winsome and Hasty's grey The Eagle, (Mr. W. Hill) .....158—2
Mr. Meguro's ches Yoshino, (Mr. J. Liou) .149—3

Also ran: Yellow and Diamond, (Mr. T. U. Yih).

Won by a length; many lengths.

Time 2:44.

Pari-mutuel—for win, $21.20; place, $6.60 and $5.60.

Cash sweeps—1st, 290; 2nd, 453; 3rd, 207. Unplaced.—648.

5.—The Red House Stakes.—Value $300. 2nd pony $125. 3rd pony $100.—One mile.

lbs.

Messrs. Potts and Hayim's ches Woodland King, (Mr. W. G. Crokam) .158—1
Mr. R. Macgregor's roan Granite, (Mr. J. C. Bauld) .....151—2
" Hulthen's dun Fairylight, (Mr. T. Hulthen) .....153—3

Also ran: Yellow Paper, (Mr. A. S. Yih), White Diamond, (Mr. T. U. Yih), Little Nephen, (Mr. L. F. Soong), The Hawfinch, (Mr. W. A. Dalgarno), The Wise Bird, (Mr. J. K. Brand), Kumano, (Mr. H. Tomono).

Won by one length; three lengths.

Time 2:03 2-5.

Pari-mutuel—for win, $6.90; place, $6.00; $24.10 and $20.30.

Cash sweeps—1st, 154; 2nd, 650; 3rd, 661. Unplaced.—614, 479, 161, 560, 113 and 13.

6.—The Speculation Selling Plate.—Value $500. 2nd pony $150. 3rd pony $100.—One and a quarter miles.

lbs.

Mr. Fash's bay Wellington, (Mr. J. C. Bauld) ...145—1
Mr. Chow Sung's white Three of Spades (Mr. J. Liou) .....143—2
Mr, Vigilant's bay Rushton (Mr. F. R. Vida) .148—3

Also ran: The Pioneer (Mr. T. U. Yih), Spaghetti (Mr. G. Grayrigge), Automobile (Mr. P. C. Wu), Oronoco (Mr. L. F. Soong), April Fool (Mr. H. W. Ip), Unionist (Mr. Knoll), Commonland (Mr. H. F. Hu), Hinode (Mr. A. J. P. Heard), Wild Rose (Mr. J. K. Brand), The Bulbul (Mr. W. Hill), Bradbury (Mr. W. G. Crokam) and Colombo (Mr. E. S. B. Rowe).

Won by a half length, a short head. Time—2:40 2-5.

Pari-mutuel—for win, $76.10; place, $22.60; $18.30 and $14.60.

Cash sweeps—1st, 540; 2nd, 375; 3rd, 430. Unplaced—261, 193, 647, 599, 340, 686, 157, 262, 590, 419, 667, 170.

7.—The May Steeplechase.—Value $300. 2nd pony $125. 3rd pony $100.—About two miles.

lbs.

Mr. B. D. F. Beith's cream Springie (Mr. Beith) .156—1
Mr. J. A. Hayes' black Tiga (Mr. Hayes) .....152—2
Mr. Bonar's grey Battle Axe (Mr. H. G. Elliot)153—3

Also ran: Frotman (Mr. G. G. Harper), Revenge (Mr. T. Hulthen), Harvestland (Mr. S. B. M. Bremner), The Prelate (Mr. W. A. Dalgarno) and Chop Dollar (Mr. E. B. S. Rowe).

Won by three-fourths length, a neck. Time—4:45 3-5.

Pari-mutuel—for win, $10.40; place, $6.00; $6.70 and $11.10.

Cash sweeps—1st, 589; 2nd, 686; 3rd 356. Unplaced—711, 406, 238, 422, 701.

8.—The Richmond Stakes.—Value $500. 2nd pony $150. 3rd pony $100.—Nine furlongs.

lbs.

Messrs. Winsome and Hasty's grey The Heron (Mr. W. Hill) .158—1
Mr. N. L. Sparke's grey Colinton (Mr. J. K. Brand) .....158—2
Mr. Perchang's dun Cooperation (Mr. A. J. P. Heard) .....149—3

Also ran: Pilgrim (Mr. S. B. M. Bremner), Silly Thing (Mr. R. Moon), Haruna (Mr. H. Tomono), Evangelist (Mr. Knoll) and Railway (Mr. J. Liou).

Won by one length, a half length. Time—2:22 3-5.

Pari-mutuel—for win, $12.30; place, $5.50; $6.40 and $5.50.

Cash sweeps—1st, 361, 2nd, 282; 3rd, 240. Unplaced—260, 140, 565, 559, 553.

9.—The Kibblesdale Stakes.—Value $500. 2nd pony $200. 3rd pony $100.—One and a half miles.

lbs.

Messrs. Toeg and Gubbay's grey Night Hawk (Mr. Knoll) .....143—1
Messrs. Winsome and Hasty's ches The Oriole (Mr. W. Hill) .155—2
Mr. Cire's bay Daintylight (Mr. T. Hulthen) ...142—3

Also ran: Coronation (Mr. A. J. P. Heard) and The Hawfinch (Mr. Dalgarno).

Won by a neck, many lengths. Time—3:13.

Pari-mutuel—for win, $40.30; place $6.70 and $5.50.

Cash sweeps—1st 87; 2nd, 720; 3rd, 527. Unplaced—500 and 43.

10.—The Park Plate.—Value $300. 2nd pony $125. 3rd pony $100.—Seven furlongs.

lbs.

Mr. Robson's roan The Dancing Bird (Mr. J. K. Brand) .....155—1
Mr. Meguro's ches. Yoshino (Mr. J. Liou) .....149—2
Mr. Robson's grey Niblick (Mr. F. R. Vida) ....158—3

Also ran: Nigger Minstrel (Mr. W. Hill), Victoria (Mr. Bauld), Solaro (Mr. G. Grayrigge), Charing Cross (Mr. Knoll), Dutch Chief (Mr. T. Hulthen) The Kangani (Mr. J. H. Hayes), Little Boy (Mr. H. W. Ip), Sticky Beak (Mr. A. J. P. Heard), Eastern Star (Mr. W. A. Dalgarno), Sun Star (Mr. L. F. Soong), Sancy Thing (Mr. S. Braad-Sorensen), Soft Thing (Mr. R. Moon), Galopin (Mr. G. G. Harper), The Dancing Bird (Mr. J. K. Brand), Niblick (Mr. F. R. Vida), Merrysand (Mr. H. F. Hu), Rising Star (Mr. L. Sih) and The Dean (Mr. W. G. Crokam).

Pari-mutuel—for win, $14.10; place, $8.70; $12.60 and $20.30.

Cash sweeps—1st, 467; 2nd, 11; 3rd, 683. Unplaced—534, 427, 414, 383, 700, 658, 487, 153, 91, 664, 666, 578, 592, 674, 24 and 82.

11.—The Asiatic Stakes.—Value $300. 2nd pony $125. 3rd pony $100.—One and a half miles.

lbs.

Messrs. Toeg and Gubbay's grey Night Hawk (Mr. Knoll) .....143—1
Messrs. Winsome and Hasty's ches The Oriole (Mr. W. Hill) .155—2
Mr. Cire's bay Daintylight (Mr. T. Hulthen) ...142—3

Also ran: Coronation (Mr. A. J. P. Heard) and The Hawfinch (Mr. Dalgarno).

Won by a neck, many lengths. Time—3:13.

Pari-mutuel—for win, $40.30; place $6.70 and $5.50.

Cash sweeps—1st 87; 2nd, 720; 3rd, 527. Unplaced—500 and 43.

FIRST CRICKET MATCH IS DRAW

(Continued from Page 1)

Cricket Club's well known President, had with Hayward's assistance garnered 19 runs in a sound hitting innings.

The match was called to a close at 6:30 owing to the failing light.

The following are the scores:

MR. CUMMING'S XI

H. Middleton, run out 29
W. G. Clifford, b. Allison 51
T. D. Brotherton, c. Hayward b. Grimshaw 1
H. W. P. McMeekin, b. Allison 54
E. O. Cumming, (Capt.) b. Cobb 6
W. N. Hansell, b. Allison.....28
J. R. Hinton, b. Allison.....4
R. J. Tippin, b. Cobb 0
C. H. James, b. Allison 0
B. W. Dutroit, run out 3
G. H. Caniton, not out 3
Extras 1

Total 180

BOWLING ANALYSIS

	O.	M.	R.	W.
P. H. Cobb ...	17	1	59	2
J. M. Pearson .	4	1	20	0
H. W. Allison .	16	2	41	5
R. Grimshaw ...	5	1	14	1

J. Robertson ... 4 0 14 0
A. E. S. Thompson 3 0 31 0

MR. GRIMSHAW'S XI

A. E. S. Thompson, b. Hansell 1
H. Grindrod, b. Hansell 0
J. Robertson, b. Tippin 1
H. W. Allison, b. Tippin 6
A. W. Hayward, not out 70
E. A. P. Wood, c. Clifford Tippin 19
J. M. Pearson, not out 12
E. G. Barnes, did not bat —
P. H. Cobb did not bat —
R. D. Bell did not bat —
R. G'shaw (Capt.) did not bat —
Extras. 13

Total (for 5 wicket) 132

BOWLING ANALYSIS

	O.	M.	R.	W.
W. N. Hansell ..	9	1	26	2
R. J. Tippin ...	9	2	32	3
B. W. Dutholt ..	5	–	22	–
W. G. Clifford ..	7	2	19	–
E. O. Cumming .	3	1	9	–

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SPORT AND STAGE

(Continued from Page 1)

Scene 3—The Crest. Time 2 a.m.

(Jiggs is dancing: Mutt and Jeff are making up for the time lost in America.)

(Enter Mrs. Jiggs and Orsino)

Jiggs: Angels and ministers of grace defend us! Art thou a goblin damned, why com'st thou here To raise the wind with presence vile?

(Mrs. Jiggs seizes chair and makes for Jiggs, Mutt and Jeff)

Mutt: Lay on Maggie, and damned be he that first cries: Hold, enough!

Maggie: Begone foul fiends. Why did you to me lie?

Jiggs: Farewell sweet friends, I die, I die, I die!

(Exit Maggie and Orsino)

Jeff: Beshrew me but the dames a hefty wench.

Mutt: Aye sir, lets find some dug-out or some trench.

Jiggs: Twas ever thus, I never get a chance Oh boy! go chop, chop, fetch the ambulance.

They carry Jiggs out and with a clang the ambulance departs for the Hospital.

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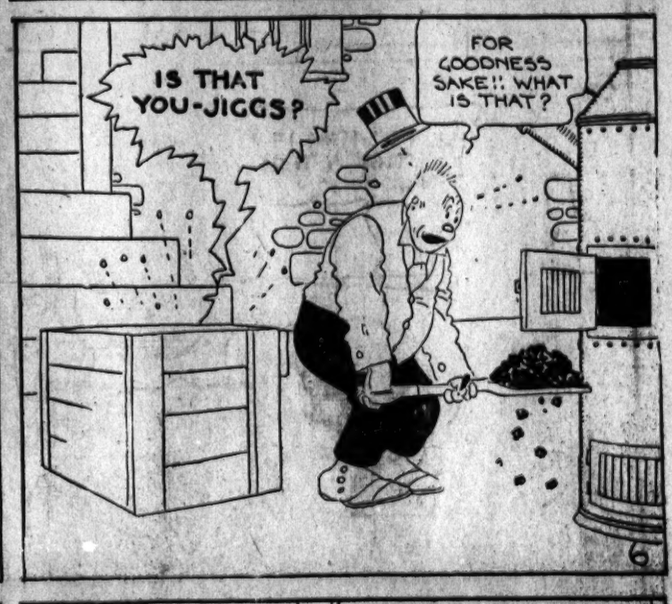
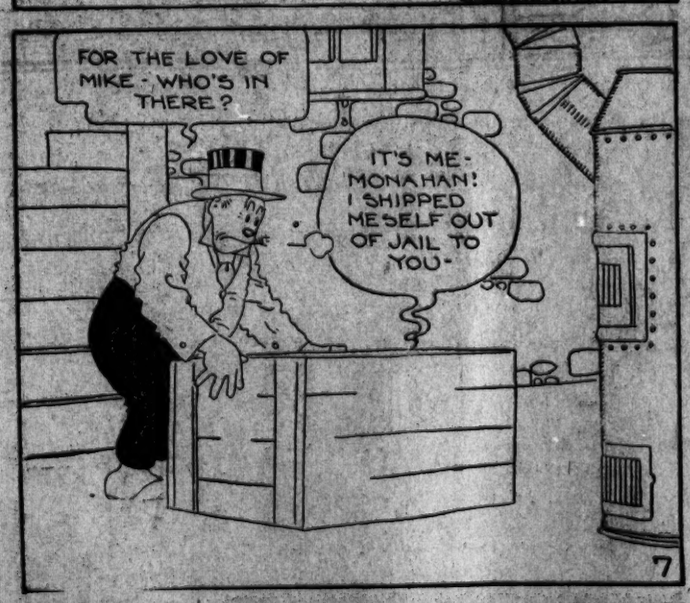
A BOX OF BOOKS CAME - HAVE THEM SENT UP TO YOUR ROOM - I'M GLAD TO SEE YOU ARE IMPROVING YOUR MIND -
BOOKS? BY GOLLY I HAVEN'T READ THE ONE I GOT FER CHRISTMAS YET!
1

MAGGIE - I WUZ JUST THINKIN' IF IT WOULD BE ALL RIGHT IF I WENT OUT -
YOU'VE GOT ANOTHER THINK COMING - GO DOWN AND FIX THE FURNACE - I'M FREEZING!
5





WHY DIDN'T YE WRITE ME A LETTER? I'M SORRY I BUMPED YE DOWN THE STAIRS!
THAT'S ALL RIGHT - ANYTHING IS BETTER THAN JAIL - GIT ME SOME FOOD - I'M STARVED -
8

FER GOODNESS SAKE - MONAHAN HOW DID YOU GIT OUT OF THIS JAIL???
I'LL TELL YOU LATER - PUT ME BACK IN ME CELL WHERE I'LL BE SAFE FROM HARM!
12
GEO MCMANUS

Little Jimmy

1. "JIMMY, WE HAVEN'T A DROP OF WATER FOR THE CAR. TAKE THIS BUCKET AND GO BACK TO THAT PROSPECTORS CAMP WE JUST PASSED AND ASK HIM TO SPARE US SOME!"

2. "LOOKIT YOUR DONKEY MISTER!"

3. "CONSARN HIS HIDE!"

4. "I'LL FIX HIM IF I KIN THROW THIS STRAIGHT!"

5. "GOSH! IT'S ORFUL HEAVY!"

6. "SON, WE'LL JIST LOOK AT THIS CLOSESTER!"

7. "WHEN I COUNT THREE WE'LL BOTH GIVE THREE ROUSIN' CHEERS WE'VE DISCOVERED GOLD!"

AND AS IT WAS

8. "HOWDY, TRAVELURS! S'POSE YER ORTOIN'FER YER HEALTH SAME AS WE-UNS. MY HUSBIN'S GOT THE AGUE. HE GOT THE CHILLS SO BAD HE SHOOK OUR HOUSE TO PIECES AN' SISTER ELVIRY HEZ A TECH OF THE LUMBAGO AN'—" "TOUGH BUT HAVE YOU SOME WATER TO SPARE?

9. "NO WE AINT GOT A DROP MORE'N WE NEED, GRANPOP HERE HEZ GOT WATER ON THE KNEE BUT THAT WOULDNT HELP US ANY AN' LITTLE SILAS HEZ THE RICKETS. SUMTHIN' ORFUL AN' OUR OLDEST BOY NATHANIEL HED THE INFLOOENZY AN IT LEFT HIM WITH A HARE LIP AN'—"

10. "AN' OUR DARTER HEZ FITS. AN' WHEN THEY SET IN THEY AINT NO CAT KIN HOLD A CANDLE TO HER. IN FACT SHE'S THE FITTENEST GAL IN ALL OUR COUNTY AN'—" "FATHER, WE'VE SIMPLY GOT TO GET RID OF THESE PEOPLE! MY NERVES WONT STAND IT A MOMENT LONGER!

11. "AND EZ FER MYSELF, I GOT PLEURISY AN' RHEUMATICS AN' DYSPEPSY AN' A GRAVEYARD COUGH AN' MALARIA AN' A LITTLE ST. VITUS DANCE AN'— SHORTNESS UV BREATH!" HONK HONK—

12. "MAW FERGOT TO TELL YUH THAT OUR CAT'S GOT HAY FEVER!" HONK

"OOH, PAPA! WE WAS GOIN' TO THROW A ROCK AT THE DONKEY FOR EATIN' BOOTS AN' THE ROCK WAS SO HEAVY WE TOOK A GOOD LOOK AT IT AN' WE FOUND IT WAS GOLD, AND IF IT HADN'T BEEN FOR THE DONKEY WE WOULDN'TA FOUND IT AN'—"

"HONEY, YE KIN HAVE BOOTS, PATENT LEATHER ONES IF YE WANT 'EM TO EAT THREE TIMES A DAY AN' SATIN SLIPPERS BETWEEN MEALS!" KITCH

SWINNERTON